THE EVENING TELEGRAPH.

VOL. X.—NO. 50. PHILADELPHIA, FRIDAY, AUGUST 27, 1869. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

HARVARD vs. OXFORD.

The Great International Rowing Match of To-Day.

The Two Rival Crews and their Composition—The Course Over Which They Will Row.

The Latest Advices by Cable—The Harvards Again Announce that They Have not Changed their Style.

At 5 o'clock this afternoon the Harvard and the Oxford University boat crews will drop their oars in the sluggish waters of "Old Father Thames"—as the cockneys delight to christen a stream that would be here called a creek—and the splashes of their vehement blades will have re-echoes on these shores, thousands of miles away. Scarce will the over-wrought muscles and the tensely-strung nerves have come to rest, ere our quick-fingered compositors will be setting up in types the result of the contest; and half a day before most Englishmen can learn which is victorious, our readers will have full details. Thanks to Sol for jollily beaming on Philadelphians just about five hours later than he does on "Lunnoners," the race by our time will be finished by thirty minutes past noon, should the weather prove propitious, and the public will thus early learn from THE TELEGRAPH whom to hurrah for.

History of the Match.

In the spring of 1867 the visitors to the Paris Exposition were regaled with a series of boat races on the Seine for the amateur championship of the world. The contestants included the very flower of English amateur rowers—the London Rowing Club—together with the Oxford University Four, two of whose members are now in active training to meet the Harvard men, the Boulogne Club, the famous Gesling brothers, of Paris, the Germania Ruder Club, various others from different parts of Europe, and only one from America. Greatly to the chagrin of the English press, the St. John (N. B.) crew won all the honors. Strenuous exertions were made at the time to have either a crew picked from Harvard and Yale Colleges combined, or else an exclusively Harvard crew; but, although all expenses were guaranteed, the men could not be obtained.

Last year, Harvard having by far her fastest team yet, a challenge was forwarded to Oxford for a race on the river Ouse, at King's Lynn, a desolate little town on the east coast of England, but as the English were unwilling to row without a coxswain, though admitting the feasibility of so doing, and as the Americans would not row with one, and as, moreover, the time named by the Harvard men was in the fall of the present year, and Oxford's men could not guarantee a crew of which they would not themselves be members, nothing came of the negotiations further than a somewhat long correspondence.

In April last the following pithy challenge was sent:—

CAMBRIDGE, Mass., April 6, 1869.—To the President of the Oxford University Boat Club:—The undersigned, in behalf of the University Boat Club, hereby challenges the Oxford University Boat Club to row a race in outrigger boats from Putney to Mortlake, some time between the middle of August and the 1st of September, 1869; each boat to carry four rowers and a coxswain. The exact time of the race to be agreed upon at a meeting of the crews. This challenge to remain open for acceptance one week after date of reception.

WM. H. SIMMONS, Captain H. U. B. C.

P. S.—A similar challenge has been to-day sent to Cambridge, and we would like to have all three crews row in the same race. Would this be agreeable to you? WM. H. SIMMONS, Captain H. U. B. C.

The cable soon announced its acceptance by Oxford, and a few days later Cambridge agreed conditionally.

Though some objections were at first raised here to engaging in a contest of such importance, and upon concessions deemed to be disadvantageous, they were soon dispelled when all the facts became fully known, and particularly when it was learned that not only would Harvard's most powerful oarsman, Mr. Simmons, pull the stroke, but also that so skilful and thoroughly experienced a man as Mr. Loring, the stroke oarsman of the two fastest amateur crews ever turned out in this country—the Harvard six of '67 and that of '68—would pull the bow oar. And, in fact, when the exceeding narrowness and crookedness of the little brook known as the Charles am are considered, and when it is remembered that this mere ditch is all that the Cambridge crew has to practice on the greater part of the time, it will be seen that the Harvards would be asking rather too much in desiring them to throw over their only recognized method of steering, and adopt another that could only avail them for the one race proposed, and which would have to be dropped as soon as that was over; nor would Oxford, though much better off as to water, have been much more ready.

The Harvard Organization.

Any under-graduate of the Harvard University who confesses to a penchant for boating becomes a member of the Harvard Boat Club on payment of a small entrance fee to the boat club of the class to which he belongs. The aggregated membership of the several class clubs constitutes the Harvard Boat Club. The federal organization is officered by a president, captain, secretary, and treasurer. The subordinate organizations are similar, and are severally governed by the rules and regulations of Harvard Club. The president of the club is not necessarily an oarsman, and there have been instances when such has been the case. He acts as presiding officer at meetings of the club. When the crew are afloat the captain has sole authority, takes charge of all the details of the race, and assigns his men positions in the boat according to his judgment. He is, in one word, dictator; he selects, trains, and directs the crew; there is no appeal from his decision. He may take the stroke bow, and the bow stroke, or may turn the whole crew out and put other men in their places.

The Captain of the Harvard Club is invariably Captain also of the "University Crew," which consists of six picked men, presumably the best muscle which the several classes can produce in an emergency calling the Harvard colors on the river. The class crews as well as the University are six-oared, the present four-oared crew being entirely an innovation. Indeed, the four-oared crew cannot properly be considered a part of the Harvard boating system, as it is entirely an outside and exceptional affair, and its commander holds no official position in the University Club. In numbering the crews the practice is to begin with the stroke oar, the bow oar being six in a regular crew and four in the International crew. The captain of a crew elects his own position, which is likely, of course, to be either that of bow or stroke. In the University crew the stroke is a port oar, in the International a starboard oar.

In the June race of last year the coveted prize of the Beacon Cup was borne off by the Freshmen crew, and quite unexpectedly on the part of most people. It will not appear strange, accordingly, to say that all the members of that crew, with one exception, this year hold positions either in the International four or the University six. The success of the Freshmen last year, though very remarkable and praiseworthy, was not without at least one precedent, that of the Freshmen crew in the year 1866, of which Mr. Loring was stroke and Mr. Simmons third.

The colors are a prominent feature of the Harvard organization. Distinctively red is the Harvard color, though modified according to the fancy of the several classes, by the adoption of the shades of cherry, scarlet, magenta, etc. The University six invariably assume the magenta shade, and this is in fact regarded *par excellence* the college color. The attempt to have observed a rigid adherence by classes to special shades, quite popular a few years since, has relaxed somewhat. At present, however, the seniors recognize cherry, the juniors magenta, and the sophomores scarlet.

The Picked Crew.

The international crew sailed from New York in the City or Paris on the 10th of July. For five weeks previous they tabled together on a prescribed, though not a severe diet; and to provide against the risk of the admixture of anything deleterious in their food, whether by accident or design, they took a cook with them.

While sojourning at the Astor House, they received a telegram from England stating the betting was then even. A little time previous 500 against 50 was offered by many on Oxford, but the recent successive victories of the Harvards (one last May, in which they beat George Law; another on the Fourth of July, in which they easily outstripped the Hamill crew, and the last one with George Law, when they came in between thirty and forty seconds ahead) had this perceptible influence on the English betting mind. These victories were not without their effect on the Harvard men, and they sailed away hopeful and determined. They claimed they had not yet put forth their best endeavors, but stated Oxford should have the full weight of their hoarded strength. While under training they abstained from salt meats, fowls, "cakes and ale," cigars, all liquors, and delicacies, and retired at half-past nine, believing that the end in view justified the rigorous means imposed. The oarsmen are all picked men, and will do honor to their country, however the race may result. Alden Porter Loring, captain of the crew and bow oar, held the position of stroke oar at the University regatta last summer, when the unprecedented time of 17 minutes 48½ seconds was made, over the three-mile course of Lake Quinsigamond. He is of the senior, or graduating class of the present year, and is a resident of Boston. His age is 23 years, and his training weight is 153 pounds. From his position in the bow he can at once with his practiced eye detect the slightest irregularity in the rowing of any man. The English Captain, in order to "coach" his crew, deems it necessary to leave the boat, and view and correct their motions while on horseback on the bank. The advantages of Mr. Loring's plan are sufficiently obvious to any one experienced in rowing. He is of a high-strung, delicate organization, of elegant action and great "staying" powers when he is all right. He pulled number five in the University crew of 1866. This was his Freshman year, and he held the position of stroke in the class crew of the same year. In the University crew of 1867, as well as last year, he was stroke oar. A competent critic says of him:—"Of a temperament like a hot-blooded Moor, whom he somewhat resembles, he knows how to use all that is in him to better advantage, to our eye, than any oarsman on this continent. Free, like all his men, from every sort of dissipation, he is a man in ten thousand for such a position as he now holds, and every man in Harvard may well be proud of such a splendid representative of his alma mater in the contest in which he is now about to engage." His official position in the crew insures him a celebrity and a recognition to which encomium can add nothing.

William Hammatt Simmons, of Concord, Mass., is a member of the Senior Class. He has rowed almost daily during good weather ever since he entered college, pulling number three in the Freshmen Crew, which beat all the other class boats in 1866 that were willing to try them; number two in the University six in 1867, winning both the Boston city regatta on July 4 of that year and the college race at Worcester; and number three in the University six in 1868, which was defeated twice by the champion professionals of the country, the Ward brothers, but easily beat a strong St. John party, all the best New England crews, and the Yale men of that year. This year he was appointed stroke and captain of the club, but he freely resigned the former position in favor of Mr. Loring, when he consented to row in the four to go to England. He stands but half an inch under six feet; is more than two inches larger round the chest than Walter Brown, the champion single sculler, and weighs, in winter, about 190 pounds, and in summer, when trained very fine, 170 pounds stripped, or about seventeen pounds more than Brown. He is safely a fifteen per cent. stronger oarsman than any other who ever rowed in the Harvard boat, and is a man of most manly carriage and fine presence. He is a Hercules in strength. Indeed, it is reported that it is difficult to provide him with an oar which does not soon snap by good, honest pulling. Though quite heavy, he is as easy and handy in his movements as a much smaller person, being entirely free from all the usual logyness attending a heavy man. It is an interesting circumstance, in connection with the proposed friendly contest between the athletes of the chief literary institutions of each country, that "our Hercules," as he has been termed, has his home in the identical "Old Manse" which the genius of Hawthorne has made familiar wherever English literature is read. As Mr. Loring is the only man who ever rowed in a Harvard University crew while a freshman or a first-year man, and as he is now a senior, and has rowed stroke in every race mentioned above where Mr. Simmons took part, it will be seen at once that they both have had an amount of experience in shell-rowing such as no other amateur on this continent has ever had.

J. S. Fay, the stroke oar of the Harvard scientific crew, is a Boston man, and weighs 155 pounds. He is compactly and solidly built, very muscular, and enjoys the reputation of immense strength. Mr. Fay is brown haired, with fair complexion, is 5 feet 11¼ inches in height and 22 years of age. He will have the bow oar. F. O. Lyman, Hawaian Islands, matches his companion in style, weight, and form. He is a symmetrical man of 23 years of age, stands 5 feet 11 inches high, has brown hair and moustache, and clear-cut, "thorough-bred" features, and has been a rowing man for the last two years. His position will be third, between Simmons and Fay. Lyman and Fay are fresh from a contest in which they proved themselves the best men of the Harvard's second best crew; and although they have not yet shown themselves equal to Simmons and Loring, yet to-day's record, it is believed, will prove them worthy companions.

Originally, George Ball, of Chicago, aged twenty-three, height five feet ten, and training weight 163 pounds, with Sylvester Warren Rice, Oregon Territory, twenty-six years old, six feet and half an inch in height, and of about 165 pounds training weight, were selected for the crew. Why they were superseded by the two former, who were despatched to England as reliefs, has not yet been made public; but, unquestionably, good grounds existed for the last selection made.

Arthur Burnham, of Chicago, Illinois, and of the class of 1870, is the coxswain of the crew. It need hardly be stated that avoirdupois lightness is the prime requisite in the man occupying this position. Burnham has trained down to 112 pounds; and although there were several candidates of less weight, as being a man of coolness of temperament and experience he was selected as the most competent. His position is a responsible one, and his degree of skill may decide the contest.

The Oxford Crew.

The competitors of the American oarsmen are men of tried mettle and the best trained that England can produce. All that a good river, first-rate boats and splendid training can do to make good rowers is done at Oxford. Selection and reselection, trial and retrial, are made to bring together an eight which, to use an expression that would find no favor there, shall "beat creation."

The international crew is made up entirely of Etonians, and all, when taking the usual initiatory training at the great college which flourishes under the shades of Windsor, took their places in the Eton eight—all except Mr. Darbishire, who takes rank as having rowed twice against Cambridge. All have rowed in their college matches at Oxford; all have rowed in the winning boat at the great regatta for gentlemen and scholars at Henley; all have been in the winning boat against Cambridge in the great race on the Thames.

Chief among them in rowing, name, fame, and rank, though not in nominal position in the boat, stands F. Willan, of Exeter College, the bowman. He has rowed four times in the winning boat at the great race, and has contributed in no small degree to its success. Mr. Willan is a sturdy and well-knit man of not more than middle height, about twenty-five years of age. A southern complexion and well-rounded face are set off and deepened by black hair kept short and neat, and small moustache; deep-set eyes and beetling eyebrows give to Mr. Willan an aspect of *hauteur* which is not in keeping with his genial nature, for he is a frank, hearty, and manly English gentleman. With great breadth of chest, sound lungs, and splendid physique, he combines massive shoulders and powerful arms. He has somewhat of the style of a man who has served at sea, and shows a degree of courage, power, determination, and endurance not often found in one man. He weighs 164 pounds.

Mr. J. C. Tinne, of University College, the President of Oxford University Boat Club, is a younger and heavier man. He weighs 189½ pounds. Mr. Tinne is tall, youthful looking, and shy. His power is latent rather than apparent, but with that robust and as yet not fully developed form it is not difficult to associate long reach, flexible motion, and vast strength. Mr. Tinne is of light complexion, has not yet cultivated a beard nor taken occasion to be particular as to what turn his moustache may be required to take, but he has a pleasant look and an Oxford manner. He is not the man whom a stranger would guess to be the captain of a club like that of which he is the head. Yet he is well able to govern, though more likely to provoke than to conciliate. Mr. Tinne has rowed three times in the winning boat.

Mr. A. C. Yarborough, of Lincoln College, has rowed twice in the same boat. He seems to be about twenty years of age, and weighs 169½ pounds, being six pounds lighter than when he rowed in the great race in the spring. Promptitude, activity, and determination are suggested by his sharp face, quick eye, and firm build. Less strong apparently than either above described, Mr. Yarborough is probably not less effective as a rowing man, and would certainly seem to have more staying power than either, because he is more compactly formed, and is likely, on that account, to do his work with less wear and tear of material than either of them. As a sculler, he carried off the Oxford sculls, over one mile and a quarter, on the University course.

Mr. A. Darbishire, of Balliol, 159½ pounds has rowed two years against Cambridge. He was stroke on the race this spring at eleven stone eight. Mr. Darbishire may be twenty-two years of age, but, being smooth faced or clean shaven, he may be more than that. In stature he is less than either named, and in figure smaller, but more firmly built than any. Once in his day Mr. Darbishire must have been a good coxswain. Now he is a smart, sharp, and vigorous stroke, a man who will keep a pretty sharp eye on a boat creeping up, and who will not spare himself or his men when there is need for an extra call upon their powers. Judgment of pace and time and estimate of skill and endurance are qualities that abundantly fit this gentleman for his position.

Mr. S. Woodhouse, 154 pounds, University man, is the spare oar kept in reserve to supply any vacant place that may by accident or sickness occur. He rowed four in the University boat. For a man of his weight Mr. Woodhouse is short of stature, but from the responsible position assigned to him in the annual contest, there can be no doubt that he is a thoroughly efficient oarsman.

Mr. J. H. Hall, the coxswain, at 101 pounds, is a Corpus man, who has not yet steered the boat in the annual contest, and has thus a grand opportunity of winning golden spurs and becoming "Hall marked."

The Final Arrangements

for the race were agreed upon by the captains of the two crews at Putney on the 13th instant, the Cambridge crew having declined the challenge. Mr. Lord, the executive officer of the Thames Conservancy, being present, after considerable discussion, it was finally determined that the race should be rowed on Friday, August 27, when official promises were given to insure a fair and clear course. Mr. Thomas Hughes, M. P., the famous author of the "Tom Brown" books, was agreed to as referee upon the proposition of the Harvard men, and each crew is to have an umpire as well. Mr. J. W. Chitty, of Exeter College, was subsequently selected to officiate for Oxford; and the cable despatches of this morning announce that Captain Gelston, of the London Rowing Club, will be umpire for the Oxonians. William Blackie, Harvard's business agent, has been chosen starter, and Sir A. Paull will probably be judge. The answer of Mr. Hughes on his acceptance of the appointment was a characteristic one:—"I should lie if I said I hope you will win; but I do hope that at the finish the bow of Harvard's boat will be at the stroke oar of Oxford."

The Boats.

Our latest despatches state that the Harvards will row the Elliott boat, transported by them to England. It is 44 feet long, 21 inches wide at the widest part, and 8 inches deep; depth over all, 11½ inches; depth forward, 7 inches; aft, 6½ inches. She was built on a draft model brought from New York, and is of purely American construction, even the framework having been brought over with the crew. The material is Spanish cedar, copper fastened, and highly finished. The seats are well apart, and increased strength and stability are secured by a covering of wood forward and aft in the place of the ordinary canvas. The customary steering apparatus is omitted, leaving only rudder, tiller, and tiller-ropes, to be manipulated by the coxswain. Their oars have been made to their order by J. Ralph, of Wandsworth. These are broader and larger in the blade than those they have been rowing with, and, consequently, will take more hold of the water. They are handy, shapely implements, 12 feet 6 inches long, and weighing 7 pounds each.

The boat that the Oxfords will row has not been announced. Salter and Clasper are their best builders, the former for eight-oar boats and the latter for two. The London papers closely criticize the American boat as deeper, broader, and heavier than theirs. The London *Telegraph* says:—"Our racing craft are long and straight, resting on the water from stem to stern, and cutting through the surface as an arrow cuts the air. This American boat is slightly curved at both ends, and so, though she may be more buoyant, she will be less under control, and will carry more wood than is necessary."

Tone of the English Press.

If the Harvard crew were not gifted with a more than ordinary amount of firmness, they would have been discouraged long ago. In a strange country, almost without a friend, and with every newspaper against them, they have been training for a race against men who are at home, surrounded by their friends, and lauded to the skies by their press. The betting, too, is quoted as two to one against the Harvard men, and, in fact, everything that is calculated to dispirit and discourage the representatives of America is carefully carried into effect.

Before the Harvards sailed to England, the English press opened their columns to sarcastic and critical comments upon the American boatmanship, and continued with a vigor which must have proved disheartening had they not been so absurdly contradictory in their statements as to be ridiculous. Their style of rowing was "similar to the barbarous but long exploded system of English amateur training in the dark ages." The style of rowing is deficient in any mark, the catch of the water is slow, and the recovery sluggish." "Were it not for one 'bustling spin,' in which they showed decided mettle, we should have been disposed indeed to have arrived at a conclusion—and one not very favorable as to their prospects. But that burst, short as it was, throws all into doubt again. For it is clear that the somewhat listless manner in which they have 'paddled their own canoe' to and fro on the Thames water must not be taken as affording any satisfactory evidence of what they are capable of in a race."

"They get their oars in too deep, and the stroke is short and choppy, which can never insure success." "The craft is strangely shaped, with its curved keel, wide beam, and seemingly unwieldy length." "It is a long, round bottomed, canal-like boat." "They row too much with their arms, and not enough with their bodies." "The Harvards have been rowing with their bodies as well as their hands, and with less of that military stiffness which previously marked their style." "The prevailing impression appears to be that our visitors have the makings of a good crew, but that there is some doubt whether it will be made." "If the Harvard crew win the race, we will acknowledge that our notions about our style of rowing are antiquated absurdities." And thus the fair-minded Englishmen talked till within the last week, "when they began to eat their own words, and the *Daily News* said "the Oxfords will have plenty to do to win," while the *Spectator* said "the race is likely to be close. If the weather is bad, the result will partially be in favor of the Oxfords. If good, the Harvards will win. A nice, slow English drizzle is the thing to take the heart out of the Americans." Their anxious question now is, "Can they keep up their starting pace?" That "bustling spin" may yet revolutionize their "antiquated absurdities."

The Harvard Stroke.

The international race will be strictly a test of whether the American or the English systems of boat-rowing are superior. The Harvards, although they have used a Salter boat for practice on the Thames, officially deny that they have surrendered any of their distinctive peculiarities. To secure a competitive race, they have indeed been willing to sacrifice many considerations. They have travelled several thousand miles to meet their opponents; they row over water long familiar to the latter, and of which they can obtain but a few weeks' experience; they take in the additional dead weight of a coxswain, to oblige their opponents. But the boat, the style of rowing, the system of training, are all distinctively American. Their peculiarity is a *long* stroke with a *quick* recovery. The English press does not hesitate to declare them fully equal in vigor and physique to their own countrymen, while some have frankly ranked them superior.

The Oxonians know every inch of the course, and are accustomed to the intricacies of the narrow Thames. Thus, at the outstart, they achieve great advantages; for the Harvards are not only strangers to the course, but strangers to the river, and to the English modes of rowing and manner of boat racing. The sympathies and outspeakings of the public have been wholly with the former, and the reporters have done them good service by noting all the peculiarities of the Harvards and concealing their own. There is no denying that the stroke of Oxford is pulled in proper trim and precision, but it is slow, though very telling. There is a stiffness and rigidity about it, new to those accustomed to the dashing and somewhat careless style of Harvard.

The London *Spectator*, summing up the opposing systems, says, "At last it is acknowledged, with an odd kind of grunt, that the Americans are wonderfully fast 'for a spurt,' and that if they can only hold out victory over them may be a real triumph. We have no opinion to offer on racing of any kind; but having been pulled many thousands of miles by men who pull with the arms only, never 'laying themselves' to the oar at all, we rather doubt the want of staying power attributed to such rowers. They would kill Englishmen in a race of fifty miles."

The *Daily News* says the frequent talk is, "The crew that can row a mile on still water in one minute and forty seconds, which this crew has done, are a match for any four the Thames or any other English river can bring against them."

The *Telegraph* says, "We would consider the superior hardness of the Americans more than a set off against the style of the English, and we conclude that the contest will be mainly a battle of coxswains. Whatever may be the event, we trust that kindly feeling and good fellowship between the two nations may be the result."

The Race Course.

Our map of the river Thames will give a correct view of the celebrated boating course to be rowed over by the contestants to-day. It is on a scale of two inches to the mile. The distance from the bridge at Putney to Barker's Rails is five miles, from Putney to Mortlake about four and a quarter miles. The statements of foreign journals and the cable despatches are so conflicting that it is impossible to say what the precise limits of the race will be, although the distance of four and a half miles appears to be about the proper limit. It is officially announced that the "conservancy of the Thames" have promised to chain the course, and to allow no traffic on that part of the river, no steamers, barges, or guerilla wherries on the track, during the time of the race. It is to be hoped they may be as good as their word, and if they should be, no one will withhold from them their meed of praise. It must be given, however, after it has been won.

It will be observed that this famous locality, which has also witnessed for several years past the boat-races of Oxford and Cambridge, is a bend, of a horse-shoe shape, about two miles across by land.

Putney is a quiet little town of about six thousand inhabitants, immediately opposite Fulham, with which it is connected by a wooden bridge. The pipes of the Chelsea Water Works Company cross the river on piers just above the bridge. There is little of interest in Putney, which was the birthplace of Gibbon, the historian, beyond the old parish church, built ages ago, and enlarged in the reign of Henry VII. Some pretty villas lie scattered about along the river, the village bank of which, immediately at the bridge, is edged with inns and beer-houses, deriving their custom chiefly from the boating clubs.

About midway of the course the Thames is spanned by a noble suspension bridge at Hammersmith, an outlying suburb of London; and here the river bank on the northern side is lined with buildings for a considerable distance. Every window of these buildings is hired out on occasions like the present, while the bridge also, from shore to shore, presents a dense mass of human beings, occupying every foot of space, from an early hour of the morning.

Above Hammersmith, on the same side, is Chiswick, and beyond Chiswick, on the other side, is Barnes, a small, antiquated cluster of brick houses, built along narrow lanes, with a tower peeping out of the foliage—the tower of the parish church, where Melville preaches. Here a solid iron railway bridge raised on stone piers crosses the river. No spectators are permitted to go upon this bridge.

As soon as the boats shoot under its arches, the coxswains catch sight of the "Ship" at Mortlake, just above the brewery building, where a flag signal indicates the goal. Not more than six hundred yards now remain to be accomplished of the distance, and as Barnes bridge is passed the excitement of the spectators reaches its acme.

On the southern bank of the Thames, all the way from Putney to Mortlake, there is a towpath for the horses employed in the barge transportation, and here the lower classes gather in thousands.

On the northern bank of the river, for the greater part of the distance, the grounds are private property, and there is no high road. Here privileged parties of spectators may be seen grouped upon the sward, or on the porticos of handsome villas. Just opposite the Putney starting-post is the Episcopal palace, surrounded by a wide-spreading park, of the Bishop of London, end further on is the country residence of Pool, the tailor, who signalizes every race by a breakfast of faultless excellence of cuisine, to which the most aristocratic only of his customers are invited.

The stream is about seven hundred feet in width along the course, and the current runs at the rate of from three to four miles an hour, according to the state of the tide and the presence or absence of freshets. The course is with the current from point to point, and involves no return.

Races of the Contestants.

The following tables give the results of races made by the respective colleges of the contestants for some years past:—

HARVARD UNIVERSITY.

Year.	Winner.	Place.
1852—	Harvard.....	Lake Winnipisiogee.
1855—	Harvard.....	Connecticut river, Springfield.
1859—	Yale.....	Worcester.
1860—	Harvard.....	Worcester.
1864—	Yale.....	Worcester.
1865—	Yale.....	Worcester.
1866—	Harvard.....	Worcester.
1867—	Harvard.....	Worcester.
1868—	Harvard.....	Worcester.
1869—	Harvard.....	Worcester.

OXFORD UNIVERSITY.

Year.	Winner.	Course.	Time.	Won by
1860.	Cambridge.	Putney to Mortlake.	26m.	A l'gth
1861.	Oxford.....	Putney to Mortlake.	23m. 27s.	48s.
1862.	Oxford.....	Putney to Mortlake.	24m. 40s.	30s.
1863.	Oxford.....	Mortlake to Putney.	23m. 5s.	42s.
1864.	Oxford.....	Putney to Mortlake.	21m. 48s.	23s.
1865.	Oxford.....	Putney to Mortlake.	21m. 23s.	13s.
1866.	Oxford.....	Putney to Mortlake.	25m. 48s.	15s.
1867.	Oxford.....	Putney to Mortlake.	22m. 39s.	H l'gth
1868.	Oxford.....	Putney to Mortlake.	20m.	3 l'gths
1869.	Oxford.....	Putney to Mortlake.	20m. 40s.	5 l'gths

The Latest Advices.

George W. Smiley, the London correspondent of the New York *Tribune*, telegraphed last night as follows:—

The following letter has been sent to the *Times*, and will appear to-morrow:—

SIR:—After it has been asserted for the last three weeks that the Harvard four are endeavoring to conform their style of rowing to that of the gentlemen they hope to meet on the river to-day, will you permit me to say, in advance of the contest, that the assertion is groundless. We believe our style to be exactly that adopted by us in each of our last three annual races against Yale. Our stroke oar is aware of no change; the men who follow the stroke are aware of none, nor has there been any variation in our method of training or instruction. It is said, also, that the Americans will row in an English boat; that is equally incorrect. They will row a boat built of Spanish cedar by an American builder, the frame of which he brought with him from home, and the lines of which are identical with those on which the boat we rowed last year was constructed. If we may judge by the stress laid on these matters in the English journals, they are deemed (as they appear to us) of some importance, and we ask leave to place ourselves right in respect to them, so that, whether we are to win or lose, the merit of our victory or the blame of our defeat may fall where it belongs.

WILLIAM BLAIKIE,
Secretary of the Harvard Club.

The crews have done little work to-day, both resting for to-morrow's struggle. The Harvard men finally decided not to leave the White House, as Loring dreaded the effect of a change of climate and diet.

The referee question has been settled, Mr. Hughes remaining in that position, while Chitty consents to serve as umpire for Oxford, and Mr. Gulston of the London Rowing Club acts in the same capacity for Harvard. The choice is a good one. All preliminaries have now been arranged, and the Harvard crew have carried all points upon which they insisted. To-day they look, perhaps, a little over-trained, on account of the intensely hot weather. There is every prospect of a clear day for the race and smooth water; the police arrangements are perfect, and every one is determined that there shall be a fair race and the best men shall win.

FROM THE TOMBS.

A Cunning Burglar Escapes.

The New York *Telegram* of yesterday prints the following:—

James Burns, arrested on July 28 on a charge of committing a burglary at No. 163 Beekman street, and fully committed by Judge Hogan for trial at the Court of General Sessions, was assigned to cell No. 121, which is situated on the fourth or upper corridor at the southwest corner of the male prison. He was here waiting his trial, owing to the multiplicity of prisoners at present confined in the prison, which unusual multiplicity is mainly the result of there having been no trials at the Court of General Sessions during the past month, the Recorder and City Judge being absent recruiting their exhausted energies at the sea-shore watering-places.

Another prisoner, William Ranahan, incarcerated on a charge of petty larceny, was given quarters in the same cell. This Ranahan, however, professes to be entirely ignorant of Burns' preliminary preparations for escaping, as also the escape itself, a statement which, as our recital proceeds—and assuming the facts to be true—will seem rather incredible. In the first place, then, according to the evidence now shown in the Warden's office, Burns tore his blanket into shreds, which he plaited into a rope. This rope, which he made some thirty feet long, is ingeniously and strongly made. It would not pass muster on a man-of-war's deck, but coiled up on the floor of the Warden's office it would readily pass for an ordinary two-inch rope. The next thing was to reach the aperture in the cell. About nine feet is the height of the cell, and this aperture is near the ceiling.

Wrenching from its place on the opposite wall a board extending the width of the cell, he jammed it in between the walls under the aperture. Here was a platform upon which to stand. Fastening one end of the rope to the bedstead, the great and chief obstacle was to get out of the aperture. To show the difficult nature of this obstacle, we will describe this aperture. It is nothing more or less than a ventilating hole in the side of the cell, a slit or porthole twenty-eight inches long, the length being parallel with the ceiling, and six inches wide. It is cut into the solid granite blocks so as to allow no enlargement without difficult, prolonged, and skilled appliances of the masonic art. But—at least so say the prison guardians—he got his body through this opening. The rest was easy. His rope was strong and trusty, his nerves were strong, and stillness and caution in descent were all that were required to breathe the air of freedom again.

Lowering himself to the female prison, which at this end connects with the lower part of the male prison, he thence climbed up the outer wall of the prison, an affair of climbing, by the way, much easier said than done, and then again fastening the rope let himself down outside the wall into Elm street. In carrying out this latter part of the programme all that was necessary was to avoid policemen, which it seems he easily and successfully accomplished. Burns is twenty-six years of age, and a man of average size. Now that he has regained his freedom the probability is that he will "hide his diminished head," a fact to be taken literally and not otherwise after the facts we have detailed above, when he will not be likely to be very soon disturbed by the officials of justice.

BABE IN THE WOODS.

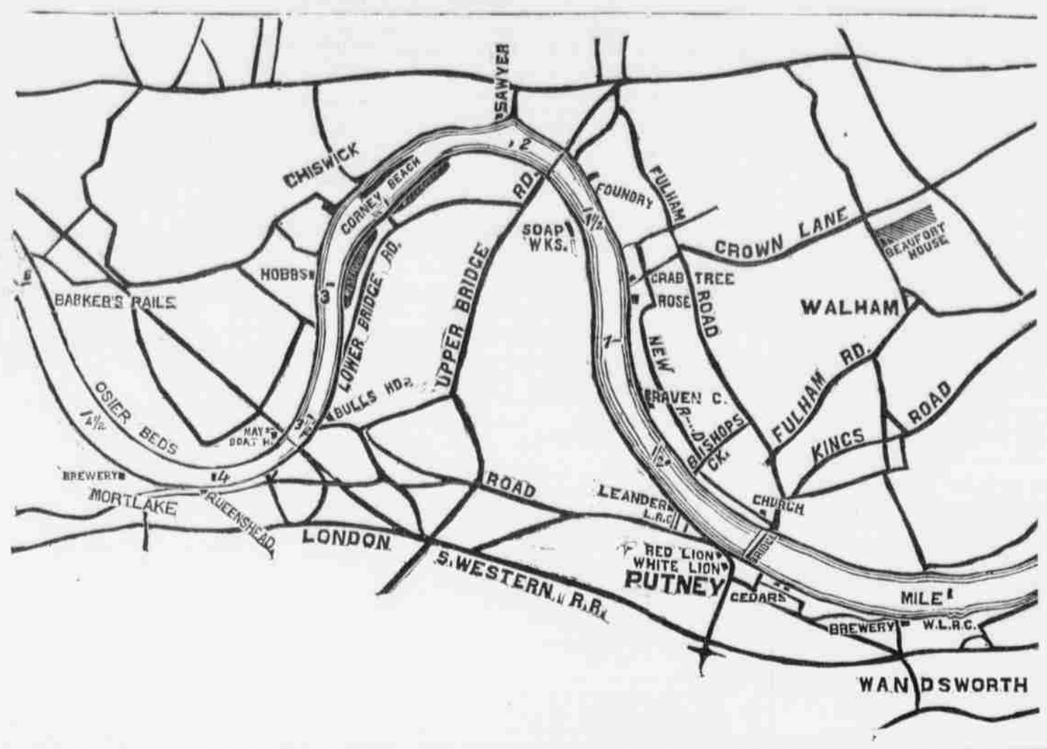
A Three Days' Search for a Stray Youngster.

A correspondent of the Boston *Journal* writes from Northeast Carry, Me., under date of August 20:—

"A party from Guilford and Greenville, numbering nearly one hundred, came across Moosehead Lake in steamer Fairy of the Lake, Captain Thomas Robinson, for the purposes of gathering blueberries. Walter, a little son of Mr. Roberts, of Greenville, aged ten years, being among the number, and becoming separated from his companions, was lost. The news spread like wildfire, and a search was instantly commenced, and after being in the woods three days and two nights, the boy came out at the Northeast Carry farm, owned by Mr. Bradford, only two miles from where he started. The folks at the farm being absent searching for him, he took to the blueberry bog again, where he was discovered by Mr. Simeon Butterfield, of Boston, who, with his companion, Mr. Charles H. Baker, was in search of him. He was restored to his parents, who were almost distracted at their loss.

"The most singular part of the story is, that when lost he had tin pail full of berries, and, on becoming aware that he was lost, he started to run and spilled them, not stopping to pick them up. Still holding on to the pail he carried it the whole distance, and when found by Mr. Butterfield had picked it full again after being at the farm. His clothes were literally torn from him. He said that he was not frightened, but has rather cold nights."

THE THAMES RACE-COURSE.



SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals Upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE ORGANIZATION OF THE DEMOCRATIC PARTY IN THE SOUTH.

From the Louisville Courier-Journal.

It is to be regretted that any discussion should have arisen in the Southern States, and particularly in such a State as Tennessee, upon the technical organization of the Democratic party. The elements which the violent spirit of radicalism has thrown together at the South are so incongruous and as yet so unshapen that they are not likely to be strengthened by the attempt to subject them to strict party limitations. On the contrary, the nature of such attempts must lead inevitably to confusion and embarrassment, culminating in division, perhaps, at the moment when the country has most need of a union among its liberal forces. It was one of the most ingenious devices of the radical scheme of reconstruction that the States "lately in rebellion" should come into the Union separately and at irregular intervals, in order that they might be so gauged and leveled, so physicked and bandaged, that they could not perform the functions of free communities, nor seriously threaten the Congressional majorities which the radical leaders make a business of looking after with uncommon watchfulness and daring. As if to play into the hands of this policy, as if to illuminate it and point it out where to strike, the premature advocates of a purely nominal Democracy in the South, inspired, apparently, by nothing broader nor deeper than local and temporary expedients, are here and there raising up questions of no possible import and creating divisions of the greatest possible significance and danger.

Take, for example, as the most palpable illustration of the folly of this species of ultra zeal in a mistaken direction, the newspaper controversy which has blown up in Tennessee, threatening to overcloud the sunshine of the recent popular deliverance; and what do we see? Surely no good to the genuine Democratic principle, and yet less to the practical Democratic organization. All that it has developed so far is a curious revival of by-gone epithets, a little needless overhauling of records; a few vague insinuations of very probable consequences; some fustian about the necessity of party unity and alliance; something worse than fustian about "our Democratic friends over the border;" a trifle of ancient leaven and a great deal of downright Buncombe. No man who understands the peculiar formation of Tennessee, and the exceptional character of both the antecedents and the experience of her citizens, can doubt the effect of such a discussion. Left to themselves the elements would mingle and harmonize by the most natural process in the world. Disturbed, agitated, confused, they will not only fail to cohere or be bunglingly strapped together, but they may react again, whilst the influence of their miserable confinement, and the errors of judgment incident to such a condition, can hardly fail seriously to affect the people of Virginia, Texas, and Mississippi, to say nothing of the forces of liberalism everywhere.

Not until the States "lately in rebellion" are back into the Union—not until they are safe at "home" beyond the reach of the Congressional body-snatchers—not until they are able to commune on perfectly equal terms with all the States, and to bring their portion to whatever party they choose to join, should they think of quitting their present most prudent, tenable, impregnable line of defense. We do not doubt that when they come to make a choice, and are in a position to make their choice a thing of some consequence, they will blend into that great Democratic body which realizes the spirit at once of tolerance and progress that is best suited to the needs of peace. They will come refreshed and strengthened by cheering victories and valuable experience in the working out of salutary reforms, not scorched and parched by vengeful party passions urged by obsolete party leaders, issues, and names. They will be prepared for the new duties that await them, and, on account of their purification and experience, they will become the props and supports—the pillars and the bell-tower—the pride and glory of national Democracy. Meanwhile they can only do themselves and the Democratic party harm by abandoning a policy which is as strategical in its operations as it is beneficent in its teachings; which is admirably suited to their peculiar situation; which satisfies reasonable and unselfish men of all parties. Those who counsel them otherwise do not represent the genuine Democratic sagacity of the North, but are either urged by mistaken zeal or narrow prejudices. It is our duty to speak directly for the Democratic party; but happily, in this instance, our duty as a partisan jumps with the extremely non-partisan interests of the Southern people.

CUBA.

From the N. Y. Sun.

The news from Cuba continues favorable to the hopes of the patriots. The revolutionary commanders wisely persist in the strategy they have adopted from the first. They wear out their enemy by continuous skirmishes and alarms, but never risk a general engagement. The result justifies the plan of campaign. The Spanish forces are melting away like snow. What with the severity of the tropical climate, the constant marching, the fruitless but most exhausting fighting, the yellow fever and the cholera, their ranks are daily decimated, and there are regiments which exist no longer except in name.

In this condition of things, it is manifest that the Spaniards will soon have to abandon the whole of the island, except the fortified cities on the coast, from sheer lack of troops to defend it. In this emergency, we learn from the *Journal of Commerce*, a curious plan has been devised to procure reinforcements and prolong the war. The exhaustion of the colonial treasury is complete. For several months it has been supplied exclusively by the proceeds of confiscation, and that resource is now pretty nearly at an end. The treasury of Spain is equally empty, and all effort to send more troops to Cuba at the expense of the mother country would be in vain. But it is proposed that private capitalists, who have large interests in the preservation of Spanish power in the island, shall among themselves raise the means of bringing over thirty thousand fresh soldiers. It is admitted that any smaller number would be useless; and it is calculated that with that amount of additional strength, General de Rodas, or whoever may be in command, will be able to put down the revolution.

A more impracticable plan was never conceived. To bring thirty thousand soldiers from Spain to Cuba would cost not less than ten millions of dollars, and to provide for them for three months after their arrival would cost not less than five millions more. We put these figures at the lowest possible amount; much lower indeed than it is probable the work could be done for. Now are the Spanish owners of plantations in Cuba ready or able to put up fifteen millions, or even ten millions of dollars, for the sake of keeping up the Spanish control of the island? The idea is absurd. They are not ready to do it; and if they were, they have not the means.

Everything concurs to assure us that Cuba will soon belong to its sons, as a legitimate conquest. They are fighting under every disadvantage, without shoes, clothes, cannon, or ammunition. But they will win. The people who begin their revolt by proclaiming the freedom of half a million of their own slaves—an act of such grandeur that it has no precedent in history—are not likely to fail on account of any minor difficulties that they may have to contend with.

THE CHINESE TREATY.

From the N. Y. Tribune.

The report from Hong Hong that the Burlingame treaty has been rejected; that China is not ready to enter into the family of nations; that Mr. Burlingame has been humbugged; and, what is more, that the whole of this country has been humbugged likewise, is such an awful dashing of rosy hopes that we naturally hesitate to believe it until belief is forced upon us. Stories of a similar character have come to us from the English settlements in China ever since Mr. Burlingame started on his mission. This latest report has, however, a color of confirmation in the rumor that the Chinese Government has signified its unwillingness to receive the Duke of Edinburgh on a footing of equality with the Imperial family; that royal young man being entirely beneath the notice of the boy-Emperor of the Flowery Kingdom, and the white devils generally nothing but a lot of ignorant barbarians whose first duty ought to be to pay tribute.

The treaty which Mr. Burlingame negotiated in Washington was drawn up by him and his Chinese colleagues, and was not substantially modified in the United States Senate. It was, therefore, an offer from China to us, and if it has been withdrawn there must be some special difficulty which the despatch does not reveal—or else Mr. Burlingame has most egregiously mistaken his functions and exceeded his authority.

The special difficulty, we dare say, may resolve itself into the opposition of the British residents in China and the old hard-hitting statesmen who have been for a hundred years or more butting their heads against the Chinese wall in the vain attempt to batter it down. Their formula for diplomatic negotiation with China has generally been, "Trade with us on our own terms, or we'll mash your head;" and we are not surprised that they should look with disfavor upon more rational modes of procedure. We are surprised, however, that Mr. J. Ross Browne, who has just been relieved from duty as United States Minister to China, should have assumed, on the strength of his very short acquaintance with the present rulers of the empire and the disposition of the people, to publicly declare the policy of his predecessor a huge mistake, and intercourse with China on a footing of equality at present impossible. Mr. Burlingame had the advantage of a long, familiar and confidential intercourse with the Court of Pekin, and is likely to have been pretty well informed about its disposition; and he at any rate would not admit that there was any insuperable difficulty in the way of bringing the Eastern and Western civilizations into friendly contact. It seems to us that the opportunities for a fair treaty with China are better now than they ever have been before. China is sending thousands of her people to this country, and their immigration during the next few years will probably increase at a greatly accelerated rate. How we shall treat them, what rights we shall confer upon them, whether we shall protect them in the practice of their national customs, and give them facilities to send home to their native country the wealth which they gather in exile, are becoming important questions in our domestic policy, and the answer to them will depend in a great measure upon the policy of the Emperor at Pekin. China can hardly be blind to this fact, and we await an explanation of the despatch with considerable curiosity.

THE LITTLE GAME AT GETTYSBURG.

From the N. Y. World.

The recent gathering together of *ci-devant* military men at Gettysburg to "indicate the points of interest on the battle-field" was, it has become evident, the shrewd dodge of a bucolic book-maker, whereby an incubating volume of his is to be widely advertised, and its forthcoming contents made known at the expense and under the guise of a "reunion of the Federal and Confederate generals." From the false pretenses, the transparent telegrams, and the lame and impotent conclusion attending this affair, it may be judiciously characterized as a more atrocious job than the marriage of Tom Thumb, the Boston Jubilee, and the Stowe-Byron paper itself. These latter had their compensations. This Gettysburg little game, in inception, progress, and sequence, has been announced and reported solely in the interest of a so-called military history not yet in press. The assumption of patriotic and pacific motives inspiring the movement is as cool as the result of it is ridiculous. "Reunion" there was none. A few Federal fighters were chicaned into attendance; a swarm of civilians and a cloud of the Grand Army of the Republic darkened the air. Eminent Confederate generals were coarsely and falsely announced as sure to come. None came; but from the gallant Lees did come decorous declaimer of the book-advertising and sectional phases of the fraud. General Lee had been impudently telegraphed as "intending to be present so as to relieve the public mind of the idea that he was dissatisfied with the system of reconstruction and that he did not accept the situation." This insult was as much a menace as a bid. But it missed its mark. The General, without noticing this gratuitous slur, advocates "the examples of those nations who endeavored to obliterate the marks of civil strife, and to commit to oblivion the feelings it engendered." After which excellent and truly patriotic sentiments, fortified by the accompanying letter of General Fitzhugh Lee, his son, how puerile and contemptible appears the inexplicable dumb show through which those lured to the place were led by the book-maker, who has literally "bossed the business." It is time that humbugs were no longer foisted upon the public in this manner. When advertising is to be done outside of Boston, let it be done in a legitimate way. This hauling of non-combatants over battle-fields, and the antecedent and subsequent accounts of the little game spuriously perpetrated in the name of news, are discreditable, and merit the failure which stamped the proceedings in preparation and in outcome.

GENERAL GRANT'S SUMMER EXCURSIONING.

From the N. Y. Herald.

The opposition newspapers are raising a great outcry against the pleasure excursions of General Grant, when he ought to be at Washington. They say that instead of attending to the public business and earning his salary he is going about from Old Point Comfort to Long Branch, and from Long Branch to Washington only to get a change of clothes and run off to the oil wells and coal mines of Pennsylvania, and then to New York, and then to Newport, and then up to the White Mountains, intending to come round by way of Saratoga to New York for a fresh start again on some other wild goose chase; that surf-bathing, fast horses, Havana cigars, fine women, flunkeys and fancy balls, clambakes, chowder parties, trout breakfasts, mutual admiration societies, and all the froth and folly, snobbery and tuft-hunting of our summer resorts seem to be his highest ambition, and that we never have had such tuft-hunting and shilly-shally President heretofore. An absurd and utterly preposterous outcry this, from beginning to end. General Grant has nothing of special moment to require his presence at Washington just now. He is, therefore, doing exactly right in taking these pleasure excursions among the people; for in these travels he sees much and learns much that will be valuable to him in the administration of the Government. The people everywhere are glad to see him, and in his quiet way he is everywhere glad to learn the wishes and wants of the people. While believing, too, that business more than pleasure is the object of General Grant in these summer expeditions, we expect that the good results will soon be made manifest after his return for a regular set-to upon the business of his administration.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Ladies' and Gents' Watches,
AMERICAN AND IMPORTED,
Of the most celebrated makers.
FINE VEST CHAINS AND LEONTINES,
in 14 and 18 karat.
DIAMOND an other Jewelry of the latest designs.
Engagement and Wedding Rings, in 18-karat and coin.
Sold Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 3 27§

RICH JEWELRY.

JOHN BRENNAN,
DIAMOND DEALER AND JEWELLER,
NO. 13 SOUTH EIGHTH STREET,
8 2 mwf 9mrp PHILADELPHIA.

ESTABLISHED 1828.

WATCHES, JEWELRY,
CLOCKS, SILVERWARE, and
FANCY GOODS.

G. W. RUSSELL,
NO. 22 N. SIXTH STREET, PHILADELPHIA.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 27] Second floor, and late of No. 35 S. THIRD St.

GENT.'S FURNISHING GOODS.

H. S. K. C.
Harris' Seamless Kid Gloves.
EVERY PAIR WARRANTED.
EXCLUSIVE AGENTS FOR GENTS' GLOVES.
J. W. SCOTT & CO.,
5 27 3rp No. 814 CHESNUT Street.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

1115.—HOPKINS'
HOOP-SKIRT AND CORSET MANUFACTORY AND SALESROOMS,
No. 1115 CHESNUT STREET.
Our CHAMPION SKIRTS better and cheaper than all others. 19 to 50 springs, 95c. to $2 25. Our Keystone Skirts, 20 to 60 springs, 60c. to $1 40; New York made Skirts, from 20 to 40 springs, 45 to 75c.
R. Werley Corsets, $2 50, $3 50, $4 50.
Beckel Corsets, from $1 to $7.
Thomson's "Glove-fitting" Corsets, from $2 20 to $5.
Mrs. Moody's patent self-adjusting abdominal supporting Corsets, from $5 to $7—highly recommended by physicians, and should be examined by every lady.
Over 40 other varieties of Corsets, from 75c. to $9 50.
Skirts and Corsets made to order, altered and repaired.
WHOLESALE AND RETAIL. 7 23 3m
WILLIAM T. HOPKINS.

LOOKING GLASSES, ETC.

ESTABLISHED 1795.
A. S. ROBINSON,
FRENCH PLATE LOOKING-GLASSES,
ENGRAVINGS,
BEAUTIFUL CHROMOS,
PAINTINGS,
Manufacturer of all kinds of
LOOKING-GLASS,
PORTRAIT, AND PICTURE FRAMES,
NO. 910 CHESNUT STREET,
3 15 Fifth door above the Continental, Phila.

S. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS
No. 2 COENTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia.
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the lowest notice. 6 25]

JORDAN'S CELEBRATED PURE TONIC ALE for invalids, family use, etc.
The subscriber is now furnished with his full winter supply of his highly nutritious and well-known beverage. Its wide spread and increasing use, by order of physicians, for invalids, use of families, etc., commend it to the attention of all consumers who want a strictly pure article; prepared from the best materials, and put up in the most careful manner for home use or transportation. Orders by mail or otherwise promptly supplied.
F. J. JORDAN,
1 2m No. 220 PEAR Street,
slow Third and Walnut streets.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers,
SHARPE & THOMSON,
5 27 wfmo 3m No. 209 N. SECOND Street.

ALEXANDER G. CATTELL & CO.,
PRODUCE COMMISSION MERCHANTS,
No. 126 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL. 2 22]

SUMMER RESORTS.

SURF HOUSE,
ATLANTIC CITY, N. J.,
WILL BE OPEN UNTIL SEPTEMBER 20.
TERMS MODERATE.
For rooms, terms, &c., address
THOMAS FARLEY, Proprietor.
Carl Sentz' Parlor Orchestra has been engaged for the season. 8 1 1m

THE WHITE HOUSE,
AT ATLANTIC CITY, N. J.,
located on Massachusetts avenue, is now open for the reception of visitors. The bathing opposite the house is UNSURPASSED, AND THE BATHERS ARE SECURE FROM DANGER BY THE "SAFETY FLOATS" ENCLOSING THE BATHING GROUNDS! Apply to
7 2 fmw2m WILLIAM WHITEHOUSE.

JOHN METZ'S
INLET HOUSE,
ATLANTIC CITY, NEW JERSEY.
Purest brands of Liquors. 7 2 2m

DENNIS COTTAGE, ATLANTIC CITY, N. J.
(MICHIGAN AVENUE),
Enlarged to double its former capacity, is now open for the reception of guests.
JOSEPH H. BORTON.
8 3 1m Proprietor.

MERCHANTS' HOTEL, CAPE MAY, N. J.—This delightfully located hotel is NOW OPEN for the season, where the undersigned, as heretofore, will devote his whole energies to the comfort of his guests.
WILLIAM MASON.
6 28 2m Proprietor.

WINES.

HER MAJESTY
CHAMPAGNE.
DUNTON & LUSSON,
215 SOUTH FRONT STREET.
THE ATTENTION OF THE TRADE IS solicited to the following very Choice Wines, etc., for sale by
DUNTON & LUSSON,
215 SOUTH FRONT STREET.
CHAMPAGNES.—Agents for her Majesty, Duc de Montebello, Carte Bleue, Carte Blanche, and Charles Farre's Grand Vin Eugenie, and Vin Imperial, M. Kleeman & Co., of Mayence, Sparkling Moselle and RHINE WINES.
MADEIRAS.—Old Island, South Side Reserve.
SHERRIES.—F. Rudolphe, Amontillado, Topaz, Vallette, Pale and Golden Bar, Crown, etc.
PORTS.—Vinho Velho Real, Vallette, and Crown.
CLARETS—Promis Aine & Cie., Montferrand and Bordeaux, Clarets and Sauterne Wines.
GIN.—"Meder Swan."
BRANDIES.—Hennessey, Otard, Dupuy & Co.'s various vintages. 4 5

CARSTAIRS & McCALL,
Nos. 126 WALNUT and 21 GRANITE Streets,
Importers of
BRANDIES, WINES, GIN, OLIVE OIL, ETC.,
AND
COMMISSION MERCHANTS
For the sale of
PURE OLD RYE, WHEAT, AND BOURBON WHISKIES. 5 28 2p§

CARSTAIRS' OLIVE OIL—AN INVOICE of the above for sale by
CARSTAIRS & McCALL,
5 28 2p§ Nos. 126 WALNUT and 21 GRANITE Sts.

PAPER HANGINGS, ETC.

BEAN & WARD,
PLAIN AND DECORATIVE
PAPER HANGINGS,
NO. 251 SOUTH THIRD STREET,
BETWEEN WALNUT AND SPRUCE,
PHILADELPHIA.
COUNTRY WORK PROMPTLY ATTENDED TO. 2 15§

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1033 SPRING GARDEN Street, below Eleventh, Branch, No. 397 FEDERAL Street, Camden, New Jersey. 2 25§

WINDOW GLASS.
The subscribers are manufacturing daily, 10,000 feet best quality of
AMERICAN WINDOW GLASS.
They are also constantly receiving importations of
FRENCH WINDOW GLASS.
Rough Plate and Ribbed Glass, Enamelled, Stained, Engraved, and Ground Glass, which they offer at lowest market rates.
EVANS, SHARP & WESTCOATT.
5 29 3m No. 613 MARKET Street, Philada.

TO RENT.

FACTORY TO RENT.
SECOND AND THIRD FLOORS OF
FACTORY,
CORNER TWENTY-THIRD AND SANSOM STS.,
TO LET, 116 by 42.
APPLY TO
HOWELL & BOURKE,
CORNER FOURTH AND MARKET STS.,
Or on the premises. 8 24 tf

No. 131 EIGHTEENTH, ABOVE WALNUT Street, near Rittenhouse Square—The most complete and elegant medium size DWELLING in west part of city; lower floor solid walnut finish; every convenience; for sale, with possession. J. F. LIST, No. 629 WALNUT Street. 8 20 fmwtf

FOR SALE.

FOR SALE OR TO RENT.
GERMANTOWN, five minutes' walk from Wayne Station, two neat and comfortable Houses on WAYNE Street, below Manheim, suitable for a small and genteel family, with all the modern conveniences, gas, water, range, heater, etc. Rent, $500 per annum. Apply to JACOB KAUPP, No. 77 WISTER Street, Germantown.
Possession at once. 6 18 tf

FOR SALE—HANDSOME THREE story Brick Dwelling, three-story double back build ings, No. 824 SIXTH Street, above Green; modern improvements, and in excellent order. Was owned and built by the late Henry Derringer, deceased, of the very best materials and workmanship. Immediate possession Agent at house from 12 to 2 o'clock daily. 6 7 tf

ICE CREAM AND WATER ICE.

THE NEAPOLITAN
ICE CREAM AND WATER ICES.
THE PUREST AND BEST IN THE WORLD.
This celebrated Brick Ice Cream and Water Ice can be carried in a paper to any part of the city, as you would candy. Fifteen or twenty different kinds of them are kept constantly on hand, and ONE HUNDRED DIFFERENT FLAVORS can be made to order for those who desire to have something never before seen in the United States, and superior to any Ice Cream made in Europe.
Principal Depot—No. 1234 WALNUT Street.
Branch Store—No. 1020 SPRING GARDEN Street.
6 1] F. J. ALLEGRETTI.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches wide; Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
3§ No. 109 CHURCH Street (City Stores).

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.
Office, S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
On Merchandise generally; on Stores, Dwellings, Houses, Etc.

ASSETS OF THE COMPANY, November 1, 1868.

$200,000	United States Five Per cent. Loan, 10-40s	$208,500 00
120,000	United States Six Per Cent. Loan, 1881	126,900 00
50,000	United States Six Per Cent. Loan (for Pacific Railroad)	50,000 00
200,000	State of Pennsylvania Six Per Cent. Loan	211,375 00
125,000	City of Philadelphia Six Per Cent. Loan (exempt from tax)	128,594 00
50,000	State of New Jersey Six Per Cent. Loan	51,500 00
20,000	Penn. Rail. First Mortgage Six Per Cent. Bonds	20,200 00
25,000	Penn. Rail. Second Mort. Six Per Cent. Bonds	24,000 00
25,000	Western Penn. Rail. Mortgage Six Per Cent. Bonds (Penn. Railroad guarantee)	26,625 00
30,000	State of Tennessee Five Per Cent. Loan	21,000 00
7,000	State of Tennessee Six Per Cent. Loan	5,631 25
15,000	Germantown Gas Company, principal and Interest guaranteed by City of Philadelphia, 300 shares Stock	15,000 00
10,000	Pennsylvania Railroad Company, 200 shares Stock	11,200 00
5,000	North Pennsylvania Railroad Co., 100 shares Stock	3,500 00
20,000	Philadelphia and Southern Mail Steamship Co., 80 shares Stock	15,000 00
207,900	Loans on Bond and Mortgage, first Liens on City Properties	207,900 00
$1,109,900 Par.	Market value, $1,130,325 25 Cost, $1,080,604 26.	
	Real Estate	26,000 00
	Bills receivable for insurance made	322,496 94
	Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company	40,178 88
	Stock and scrip of sundry corporations, $3,950. Estimated value	1,813 0
	Cash in bank	$115,150 78
	Cash in drawer	13 95 115,569 73
		$1,847,327 80

DIRECTORS.

Thomas C. Hand,	Edmund A. Souder,
John C. Davis,	Samuel E. Stokes,
James C. Hand,	Henry Sloan,
Theophilus Paulding,	William C. Ludwig,
Joseph H. Seal,	George G. Leiper,
Hugh Craig,	Henry C. Dallett, Jr.,
John R. Penrose,	John D. Taylor,
Jacob P. Jones,	George W. Bernadou,
James Traquair,	William G. Boulton,
Edward Darlington,	Jacob Riegel,
H. Jones Brooke,	Spencer McIlvaine,
James B. McFarland,	D. T. Morgan, Pittsburg,
Edward Lafourcade,	John B. Semple, "
Joshua P. Eyre,	A. B. Berger, "

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 19 6

1829.—CHARTER PERPETUAL.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '69, $2,677,372 13

CAPITAL	$400,000 00
ACCRUED SURPLUS	1,083,528 70
PREMIUMS	1,193,843 43
UNSETTLED CLAIMS, $23,788 12.	INCOME FOR 1869, $360,000.

Losses paid since 1829, over $5,500,000
Perpetual and Temporary Policies on Liberal Terms. The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAS. W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 3 9

ASBURY
LIFE INSURANCE COMPANY.
No. 291 BROADWAY, corner READE Street, New York.
CASH CAPITAL $150,000
$125,000 deposited with the State of New York as security for policy holders.
LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-President and Secretary.
EMORY McCLINTOCK, Actuary.
A. E. M. PURDY, M. D., Medical Examiner.
REFERENCES BY PERMISSION.

Thomas T. Tasker,	John M. Maris,	J. B. Lippincott,
Charles Spencer,	William Divine,	James Long,
John A. Wright,	S. Morris Waln,	James Hunter,
Arthur G. Coffin,	John B. McCreary,	E. H. Worne.

In the character of its Directors, economy of management, reasonableness of rates, PARTNERSHIP PLAN OF DECLARING DIVIDENDS, no restriction in female lives, and absolute non-forfeiture of all policies, and no restriction of travel after the first year, the ASBURY presents a combination of advantages offered by no other company. Policies issued in every form, and a loan of one-third made when desired.
Special advantages offered to clergymen.
For all further information address
JAMES M. LONGACRE,
Manager for Pennsylvania and Delaware.
Office, No. 302 WALNUT Street, Philadelphia.
FORMAN P. HOLLINSHEAD, Special Agent. 4 16§

STRICTLY MUTUAL.
Provident Life and Trust Co.
OF PHILADELPHIA.
OFFICE, No. 111 S. FOURTH STREET.
Organized to promote LIFE INSURANCE among members of the Society of Friends.
Good risks of any class accepted.
Policies issued on approved plans, at the lowest rates.
President, SAMUEL R. SHIPLEY.
Vice-President, WILLIAM C. LONGSTRETH.
Actuary, ROWLAND PARRY.
The advantages offered by this Company are unexcelled. 1 27§

INSURE AT HOME,
IN THE
Penn Mutual Life Insurance
COMPANY.
No. 921 CHESNUT STREET, PHILADELPHIA.
ASSETS, $2,000,000.
CHARTERED BY OUR OWN STATE.
MANAGED BY OUR OWN CITIZENS.
LOSSES PROMPTLY PAID.
POLICIES ISSUED ON VARIOUS PLANS.
Applications may be made at the Home Office, and at the Agencies throughout the State. [2 18§

JAMES TRAQUAIR.....PRESIDENT
SAMUEL E. STOKES.....VICE-PRESIDENT
JOHN W. HORNOR.....A. V. P. and ACTUARY
HORATIO S. STEPHENS.....SECRETARY

THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.
Office N. W. Corner FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
Cash Capital.....$200,000 00
Cash Assets, July 1, 1869. $310,279 53.

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	William G. Boulton,
Benjamin T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John B. Brown,	James Aertsen.

This Company insures only first-class risks, taking no specially hazardous risks whatever, such as factories mills, etc.
F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEXANDER W. WISTER, Secretary. 2 6§

PHOENIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.
This Company insures from loss or damage by FIRE, on liberal terms, on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings by deposit of premiums.
The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,	David Lewis,
M. E. Mahony,	Benjamin Etting,
John T. Lewis,	Thomas H. Powers,
William S. Grant,	A. R. McHenry,
Robert W. Leaming,	Edmund Castillon,
D. Clark Wharton,	Samuel Wilcox,
Lawrence Lewis, Jr.,	Lewis C. Norris.

JOHN R. WUCHERER, President.
SAMUEL WILCOX, Secretary. 4 28§

INSURANCE.

FAME INSURANCE COMPANY
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL, $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insures against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS:

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Keesler, Jr.,
Francis N. Buck,	Edward B. Orne,
Henry Lewis,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAM I. BLANCHARD, Secretary. 7 2§

THE PENNSYLVANIA FIRE INSURANCE COMPANY,
—Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
Daniel Haddock, Jr.	

DANIEL SMITH, Jr., President.
WM. G. CROWELL, Secretary. 3 3§

OFFICE OF THE INSURANCE COMPANY OF NORTH AMERICA, No. 232 WALNUT Street, Philadelphia.
Incorporated 1794. Charter Perpetual.
Assets, $3,350,000
Capital, $500,000.
MARINE, INLAND, AND FIRE INSURANCE.
OVER $20,000,000 LOSSES PAID SINCE ITS ORGANIZATION.

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welch,	John P. White,
S. Morris Waln,	Louis C. Madeira,
John Mason,	Charles W. Cushman.
George L. Harrison,	

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary. 3 1§

IMPERIAL FIRE INSURANCE CO.
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
2 4§ No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST. CHAS. P. HERRING.

NEW PUBLICATIONS.

BUREAU VERITAS
(FRENCH LLOYDS),
INTERNATIONAL REGISTER FOR CLASSIFICATION OF VESSELS.
THE REGISTER VERITAS, containing the Classification of Vessels surveyed in the Continental, British and American ports, for the year 1869, is FOR SALE by the Agents in New York.
ALF MERIAN & CO.,
4 26 No. 49 EXCHANGE PLACE.

PHILOSOPHY OF MARRIAGE.—A New Course of Lectures, as delivered at the New York Museum of Anatomy, embracing the subjects:—How to Live, and What to Live for; Youth, Maturity, and Old Age; Manhood Generally Reviewed; The Cause of Indigestion; Flatulence and Nervous Diseases Accounted For; Marriage Philosophically Considered, etc. etc. Pocket volumes containing these Lectures will be forwarded, post-paid, on receipt of 25 cents, by addressing W. A. LEARY, Jr., S. E. corner of FIFTH and WALNUT Streets, Philadelphia. 3 9§

LUMBER.

1869 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1869

1869 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1869

1869 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1869

1869 WALNUT BDS. AND PLANK. WALNUT BDS. AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1869

1869 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1869

1869 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1869

1869 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1869

1869 CAROLINA SCANTLING. CAROLINA R. F. SILLS. NORWAY SCANTLING. 1869

1869 CEDAR SHINGLES. CYPRESS SHINGLES. 1869
11§ MAULE, BROTHER & CO., No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—1 COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼. SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLAS

MUSICAL AND DRAMATIC.

AT THE WALNUT Mrs. Rose Watkins will have a benefit this evening, when will be produced, for the first time, a romantic drama of the American Revolution, entitled *The Pioneer Patriot; or, The Maid of the War Path*, which, if there is anything in a name, ought to be as thrilling as a dime novel.

The performance will commence with the comic sketch entitled *An Unprotected Female*.

AT THE ARCH the blonde season will commence on Monday evening, and Miss Lydia Thompson and her troupe of burlesquers will appear in the extravaganza of *Sinbad the Sailor*. The sale of seats will commence to-day, and as the troupe has been heartily abused in advance, it seems probable that tickets will be at a premium by the time of the opening of the doors on Monday evening. People will be anxious to see for themselves whether the blondes are as bad in their behavior as they are said to be.

NEWS SUMMARY.

City Affairs.

—The burial of Thomas L. Evans, who was killed by his son, Marshall K. Evans, took place yesterday afternoon from his late residence, No. 306 S. Tenth street. The services were performed at the house by Rev. Dr. Suddards. So large a number assembled to witness the funeral, and if possible gain admittance to the house to view the remains of the deceased, that it was found necessary to station a squad of police in and about the premises to prevent all save relatives and friends of the family from obtaining ingress. The interment took place at Woodlands Cemetery.

—Last night about half-past eight o'clock a number of young men were observed lurking about the neighborhood of Eighth and Buckley streets; soon after some of them were seen to set fire to a pile of shavings in Buckley street. The flames were about igniting a lime box, when Officer Rourke making his appearance, the men ran through Buckley into Seventh street, and made their escape. The fire was kindled in close proximity to a stable, which it was thought the men intended to burn. The officer extinguished the flames by throwing dirt upon the burning material.

—About five o'clock yesterday afternoon John Morrison, aged twenty years, and Michael McKee, while at work on the cornice of a house, at Cumberland and Tulip streets, fell to the ground. Morrison was badly injured. He was removed to his residence, Sixteenth and Shippen streets. McKee was only slightly injured, and was taken to his home, No. 507 S. Seventeenth street.

Domestic Affairs.

—The statue of Plenty was yesterday placed on the Gettysburg monument.

—The corner-stone of the new State Lunatic Asylum, at Danville, Pa., was laid yesterday.

—The Lehigh colliers held a meeting yesterday, at Hazleton, Pa., and were very moderate in their tone.

—The Blackfeet and Kaolinay Indians fought a few days ago, and twelve of the latter tribe were killed.

—Twelve miners en route from Montana to Kaolinay were killed recently by the Blackfeet Indians.

—Joseph Ogle, a bricklayer, was killed yesterday, by falling from a building on which he was working.

—A tract of land on the Kansas Pacific Railroad, 32,000 acres, has been sold to an English company of emigrants.

—The wife of Rev. Mr. Center, of Biddeford, Me., hung herself yesterday. Cause, despondency or insanity.

—The convention of Italians in the United States is in session in Chicago. On Sunday a grand banquet will be given to the delegates.

—Messrs. Knowlson & Morgan, wool dealers, of Troy, have suspended payment. Their liabilities are not known, but it is supposed their capital covers all.

—Philip Wareham, the supposed murderer of David Kirby, at Cincinnati, and two accomplices, were brought on from Dayton to the former city and imprisoned yesterday. The trio narrowly escaped a lynching.

—The "Haymakers," of Lansingburg, and the "Red Stockings," of Cincinnati, yesterday played part of their game of base ball. At the fifth inning, the score standing 17 to 17, an appeal was made from the decision of the umpire by the "Haymakers," and they ceased to play.

—The captain of the ship Akbar, from Hong Kong, on her voyage to San Francisco, at which port she arrived a few days ago, reports having discovered, in lat. 31 deg. 50 min, N., long. 139 deg. 25 min. E., and bearing N. N. W. from Smith Island, at a distance of 42 miles, a cluster of rocks not marked on any chart.

Foreign Affairs.

—An attempt to rob the Havana Savings Bank, on Wednesday, was frustrated and the thieves arrested.

—George Aab, an American, arrested at Cienfuegos, a few days ago, has been released, and left at once for Key West.

—Six companies of white volunteers and two colored companies, forming one battalion, have left Havana for the field.

—The London *Times* thinks that Canada is fit to become an independent nation.

—The Empress and Prince Imperial have arrived at Toulon on their way East.

—The English press pitches into the Chinese for failing to indorse the American treaty.

—Eugenie and the Prince Imperial were enthusiastically received at Lyons yesterday.

—The first crop of tea arrived in London yesterday from China, on the Agamemnon.

—Napoleon's amnesty does not extend pardon to those who have attempted to take the life of the Emperor or political personages in France.

LONDON, Aug. 26.—The Harvard and Oxford crews have only practised starts to-day. The Elliott boat, in which the Harvards have decided to row to-morrow, is 44 feet leng, 21 inches wide at the widest part, and 8 inches deep; depth over all, 11½ inches; depth forward, 7 inches; aft, 6½ inches. She was built on a draft model brought from New York, and is of purely American construction, even the framework having been brought over with the crew. The oars to be used were made by Ayling.

The following is the weight of the crew; as they stand to-day:—Fay, bow, 155 pounds; Lyman, 155 pounds; Simons, 171 poundss Loring, stroke, 154 pounds; Burnham, coxswain, 112 pounds.

Oxfords—Darbishire, stroke, 159½ pounds; Tinney, 189½ pounds; Yarborough, 169½ pounds; Willan, bow, 164 pounds; Hall, coxswain, 101 pounds.

Galston, Captain of the London Rowing Club, will be umpire for the Harvards, and Chitty, probably, of the Oxonians. Blakie has been chosen starter, and Sir A. Paull will probably be agreed upon as judge.

The Oxfords are confident of winning, but the Americans are hopeful. Simmons is again slightly indisposed to-day. Blaikie has written a letter to the *Times*, for publication on Saturday, protesting against the comments of the English press in regard to the Harvard style of rowing, and against the assertions respecting an alteration in their style. He declares that their style now differs in no respect from that in which they always practised at home.

The Pall Mall *Gazette* says:—"If the Harvards are beaten it will be by the best crew ever seen on the Thames; one which would make short work of the fastest Henley crew. There need be no fear but the race will be rowed entirely on its merits."

GETTYSBURG.

Positions of the Second, Third, Fifth and Sixth Corps Determined—Intricate Questions Definitely Settled.

GETTYSBURG, Aug. 26.—A number of gentlemen met at the Springs this morning, and visited the Apple Orchard, Peach Orchard, Wheatfield, Round Top, and intermediate points, occupied respectively by the troops of the 2d, 3d, 5th and 6th corps, and two divisions of the 1st. The party consisted of Generals Graham, Robinson, Devereaux, Bingham, Hunt, Dana, Sweetzer, Medill, Webb, Newton, Stannard, Gates, Baxter, Duff and McCallister; Colonels Burns and Banks, and other military officers; and also civilians, together with members of the Battle-field Memorial Board. The positions of the above-named corps were fixed, and about twelve hours were spent in the work. The party were in wagons and on foot, and over one hundred stakes were driven at important points. Some of the most intricate questions, about which there had been varying opinions, were definitely settled. The places where Sickles, Hancock, and Graham were wounded and others killed were designated. The only spot where men were killed with bayonets, on either side, to any extent, was carefully examined and marked. A number of the most prominent Generals and other officers, who participated in the battle in the woods and fields, and on the hillsides, on the ground examined to-day, were present on the occasion. General Hill, of the Second Maine, has fixed the position of his battery, which opened the battle on the first day, to the right of the barn on the front ridge, between the Cashtown road and the railway cut. A number of officers who participated in the first two days' fight left here this morning, the several positions of their commands having been fixed on the field. The general lines of the third day's battle will be staked to-morrow.

The marble statue representing "Plenty" was to-day placed on the monument in the Soldiers' Cemetery. The remaining corner will be occupied by that of "Peace." The statues of "War" and "History" have for some time been in position.

The Woman of the Future.

From the Pall Mall Gazette.

Novels are not more eagerly devoured by the unthinking multitude than the clap-trap written in the present day about women. Pope's famous line, "And fools rush in where angels fear to tread," can be so fitly applied to no other kind of criticism, and naturally enough, as it requires little else but audacity and proves extremely lucrative, the crop is abundant. One may safely say that a young author's fortune is made who can abuse women in a lively, ill-natured, and authoritative manner.

Frivolous, discontented, irrational, a creature of whims, a devotee of fashion; a victim of ennui, morally, physically, and intellectually feeble—such is the woman of the present according to the satirists. The marvel is that they wish to see unchanged what they denounce as contemptible. If anything is proposed by which some of these faults must inevitably be eradicated, these consistent critics take affright. Let us keep these angels of perfection as they are, cry they, soft cushions whereon to rest masculine asperities. What would the world be like if womankind were changed from the lovely thing it is? and so on, the inconsequent multitude listening and believing.

Fortunately for all, this kind of writing, like any other form of sensationalism in literature, is of the day only, and will pass away. What has been said so often will tire even the foolish at last, and "We have piped unto you but ye have not danced" will be the lament of these once popular detractors. A great change, moreover, is taking place in public opinion regarding the education of women. The wise are more inclined to weep than to laugh over the frivolities of the sex, and see no reason why this as well as any other element of unhappiness should not be eradicated from society. On one point we imagine alike the serious-minded and the scoffer, the reformer and the epigrammatist, to be at one—namely, that frivolity is evil and not good. Those who love the truth for truth's sake, and consider each individual life as an important unit of humanity, are bestirring themselves to remedy the evil; those who live without any sense of moral responsibility whatever try to hinder the work from pure selfishness or prejudice. To discuss the numerous schemes on behalf of the better education of women is quite foreign to the purpose of this paper. A few of these have already passed from the ordeal of popular contempt into the sunshine of popular favor; some still in embryo are too rational to meet with opposition from any quarter. Many others will doubtless be proposed when the world is ready for them. To own in the face of these facts that the woman of the future will resemble the woman of the present is to deny the entire sex all capability of moral and intellectual growth. If occupation exercises any influence upon the character whatever—and there is little doubt that it exercises great influence—generations to come will indeed feel thankful for the change. Deprecating as we do the sweeping assertions of clap-trap critics, we are forced to admit that there is wide room for improvement. Women are not universally so beautiful, so wise, and so good as they might be, and it is to the interests of humanity that they should be beautiful, wise, and good. Consider, in the first place, the question of beauty. The more hopeful look forward to the time when something of the old Greek feeling for physical perfection shall have revived, and a simpler and more healthful life shall have fitted women to become mothers of a noble race. In this respect we are wiser than of old, but, though hygiene and common sense have done much for ourselves, they have done much more for our children. We of the present generation are the offspring of tight-lacing mothers; but small waists, tight shoes, and other abominations are no longer universal. Dress is much better adapted to out-of-door life than formerly. Etiquette has been relaxed, and our young women enjoy a freedom from physical restraint undreamed of by their grandmothers. Health has ceased to be the monopoly of the other sex. Still the majority of women lead far from wholesome lives; and as beauty is more or less a matter of health, too much can never be said against such abuses of it as are yet in fashion. The worst of these abuses is that they lead to a perversion of taste. Quite naturally the fragile type of beauty has become the standard of the present day, and men admire in real life the lily-cheeked, small-waisted, diaphanous-looking creatures idealized by living artists. When we become accustomed to a nobler kind of beauty we shall attain to a loftier ideal. Men will seek nobility rather than prettiness, strength rather than weakness, physical perfection rather than physical degeneracy, in the women they select as mothers of their children. Artists will rejoice and sculptors will cease to despair when this happy consummation is reached. Let none regard it as chimerical or Utopian. A very little rationalism brought to bear upon daily life would place physical well-being within reach of woman of all ranks; and where health leads the way, beauty is seldom slow to follow.

Few will deny that wisdom whose essence is common sense has a large share in determining the happiness of social and domestic life. Is it not reasonable to suppose that the various reforms in female education will have proportionate effect upon the female character, and that the woman of the future will differ from the woman of the present intellectually as well as physically? Steady culture, increased habits of self-reliance, wider views of life, and a keener appreciation of the truth for truth's sake, can but enlarge and elevate the whole sex. The obvious inference is that just as a more healthful mode of existence will invigorate and beautify the bodies of women, so a rational mode of existence will strengthen and improve their minds. Frivolity, pettiness, inactivity, and other faults of which men most complain, will make room for opposite qualities; and who shall aver this to be against the interests of humanity? Perhaps nothing causes more domestic unhappiness than downright silliness. A foolish wife will often bring about as much mischief in her husband's home as a persistently evil-tempered one could do, and with the best intentions in the world, is sure to hinder and hamper him upon every occasion. Now, silliness is the first stronghold of evil that a good system of education will storm. Just so long as girls are trained to frivolity and irresponsible habits from childhood upwards will they become frivolous and irresponsible wives and mothers. In granting, then, that the woman of the future must of necessity inherit a large share of physical and intellectual excellence, we are led to extend the same happy prophecy to the moral faculties. Women often commit grave as well as small errors, not because they are perverse by nature, but because their reason is at fault, and they fail to recognize the proportionate relation of things. Again, habits of subservience induce a cowardly attitude of mind. Very few women have the courage to be individual. Very few women estimate their own lives of any value in the fullest sense of the word. They know well enough that they have some use as wives, mothers, and daughters: but that they can have any share in the well-being of the world does not occur to them. Self-development conveys to their minds something quite apart from the duty of wife, mother, or daughter, while the truth is that self-development embraces every other duty. Ill, therefore, does it become those who satirize women to hinder any efforts made on their behalf, whether educational or social; always remembering this, however, that such efforts are likely to do very little good which tend to make of women weak imitations of men.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5'20	MOON RISES	9'06
SUN SETS	6'42	HIGH WATER	5'59

PHILADELPHIA BOARD OF TRADE.

JOHN O. JAMES, C. B. DUBBOROW, THOMAS L. GILLESPIE, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Britannia	Glasgow	New York	Aug. 13
C. of Mexico	Vera Cruz	New York	Aug. 14
Cella	London	New York	Aug. 14
Berlin	Southampton	Baltimore	Aug. 14
Hansa	Southampton	New York	Aug. 17
Tripoli	Liverpool	New York, via B.	Aug. 17
Idaho	Liverpool	New York	Aug. 18
France	Liverpool	New York	Aug. 18
C. of Brooklyn	Liverpool	New York	Aug. 19
Columbia	Glasgow	New York	Aug. 19
China	Liverpool	New York	Aug. 21
Allemannia	Havre	New York	Aug. 21
America	Havre	New York	Aug. 21

FOR EUROPE.

City of Paris	New York	Liverpool	Aug. 28
Atalanta	New York	London	Aug. 28
Iowa	New York	Glasgow	Aug. 28
The Queen	New York	Liverpool	Aug. 28
New York	New York	Bremen	Aug. 28
Silesia	New York	Hamburg	Aug. 3
Manhattan	New York	Liverpool	Sept. 1
Tarifa	New York	Liverpool	Sept. 2
Cuba	New York	Liverpool	Sept. 1
C. of Brooklyn	New York	Liverpool	Sept. 4
C. of Baltimore	New York	Liverpool	Sept. 7

COASTWISE, DOMESTIC, ETC.

Pioneer	Philada	Wilmington	Aug. 27
Tonawanda	Philada	Savannah	Aug. 28
Mariposa	New York	New Orleans	Aug. 28
Arizona	New York	Aspinwall	Sept. 1
Moro Castle	New York	Havana	Sept. 2

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Prometheus, Gray, Charleston, E. A. Souder & Co.
Steamer J. S. Shriver, Dennis, Baltimore, A. Groves, Jr.
Brig Ambrose Light, Higgins, Boston, J. E. Bazley & Co.
Schr M. A. Grier, Fleming, New Haven, Knight & Sons.
Schr Wm. Donnelly, Lynde, Norwich, Weld, Nagle & Co.
Schr Webster Kelly, Haskell, Boston, Blakiston, Graeff & Co.
Schr Charles A. Vickery, Benton, Stonington, do.
Schr Transit, Backett, Provincetown, do.
Schr Annie Magee, Young, East Greenwich, do.
Schr S. T. Wines, Haber, Gloucester, do.
Schr Eliza Williams, Cornish, Providence, Hammett, Neil & Co.
Schr Sarah J. Bright, Shaw, Providence, do.
Schr S. S. Godfrey, Godfrey, East Cambridge, do.
Schr A. M. McCann, Whitemore, Bangor, do.
Barge Read. RR. No. 21, Becker, Williamsburg, do.
Barge Reading RR. No. 60, Hoffman, New York, Blakiston, Graeff & Co.
Barge Black Diamond, Ryan, New York. do.

ARRIVED YESTERDAY.

Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer Sarah, Jones, 24 hours from New York, with mdse. to W. M. Baird & Co.
Br. barque Bertha Temple, Mitchell, 42 days from London via Falmouth, with old railroad iron, etc. to Workman & Co.
Brig Raven, Rose, from Salem.
Schr H. Harteau, Jones, from Portland, Conn., with stone to captain.
Schr D. & E. Kelley, Kelley, from Richmond, Me., with ice.
Schr S. & E. Harrington, Adams, 4 days from Norfolk, with lumber to J. W. Bacon.
Schr Alice B. Alley, from Saco, with mdse. to Knight & Sons.
Schr Thomas Borden, Wrightington, from Fall river, in ballast to capptain.
Schr Ella Gray, 5 days from Salem, in ballast to J. E. Bazley & Co.
Schr M. A. Grier, Fleming, from Boston, in ballast to Knight & Sons.
Schr John Whitby, Henderson, 1 day from Odessa, Del., with grain to Christian & Co.
Schr Mary and Caroline, Fowler, 1 day from Leipsic, Del., with grain to Joseph E. Palmer.
Br. Schr Ella G. Mean, Cook, from Wilmington, Del.
Schr J. S. Watson, Houck, from Lynn.
Schr F. Nowell, Fennimore, from Portsmouth.
Schr R. Vaux, Whittaker, from Dighton.
Schr E. Sinnickson, Winsmore, from Boston.
Schr J. Terry, Raynor, from New York.
Schr Reading RR No. 77, Carroll, from Hartford.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, August 26.—The following boats left here in tow this morning:—
St. Lawrence, with lumber, for Chester.
Major-General Sigel, with lumber to Woolverton & Tinsman.
Annie and Milton, with lumber.
Charles & Wells, with lumber to Patterson & Lippincott.
Mary and Maria, with coal to W. L. Lance.
H. C. Patterson, with lumber, for Salem.

Correspondence of the Philadelphia Exchange.

LEWES, Del., August 25—P. M.—All the fleet before reported at the Breakwater have left, except one barque and a brig.

A ship, supposed to be the Hannah Morris, from Liverpool, passed in to-day. Wind SW.

LABAN L. LYONS.

MEMORANDA.

Steamship Whirlwind, Sherman, hence, at Providence 24th inst.
Barque Prudentia, Geruldsen, cleared at Boston 24th inst. for Philadelphia to load for Cork, etc.
Brig Alice Lea, Foster, hence for Boston, at Holmes' Hole A. M. 23d inst., and sailed again next morning.
Schrs H. L. Slaight; R. K. Vaughan, Risley; and Marietta Steelman, Steelman, hence, at Alexandria 25th instant.
Schr Gen. Grant, Colburn, hence, at Norfolk 24th inst.
Schr O. F. Hawley, Durfee, for Philadelphia, sailed from Bristol 25th inst.
Schr Isabella Thompson, Endicott, hence, at Warren 24th inst.
Schr Francis C. Smith, Bartlett, for Philadelphia, sailed from Pawtucket 24th inst.
Schr James A. Crooker, Currier, hence, at Pawtucket 24th inst.
Schrs E. C. Gates, Freeman, hence, and Mist, Murray, from Trenton, at Providence 24th inst.
Schrs Margaret and Lucy; Trade Wind, Hoff; and H. C Hand, Corson, hence, at Providence 24th inst.
Schr James English, Barker, from Providence for Philadelphia, at New London 23d inst.
Schr Cyrus Chamberlain, Porter, hence, at Newport A. M. 24th inst.
Schr Abbie Bursley, Bearse, hence for Boston, at Newport A. M. 23d inst.
Schr G. W. Rawley, Rawley, hence, at Newburyport 24th instant.
Schr Cerro Gordo, Hodgdon, for Philadelphia, sailed from Newburyport 24th inst.
Schrs Sarah Fisher, Moore, for Philadelphia via lower James river, and P. Mervin, Carver, for Trenton via do., sailed from Richmond 24th inst.
Schr Lucy Church, Adams, hence, at Nantucket 18th instant.
Schr Ida V. McCabe, hence, at New Haven 24th inst.
Schrs Surge and Robert Palmer, for Philadelphia, sailed from Norwich 24th inst.
Schr Mary Ann, hence for Norwich, at New London 24th instant.
Schr Eliza J. Baylis, Hutchinson, from Providence for Philadelphia, passed Hell Gate 25th inst.
Schrs Polly Price, Yates; Cordelia Newkirk, Huntley; Frank Herbert, Parker; and Wm. Slater, Watts, hence, at Boston 25th inst.
Schr H. Woodbury, Woodbury, hence for Salem, at Holmes Hole A. M. 23d inst, and sailed again next morning.
Schrs Lookout, Frank Palmer, Ceres, Decorra, and others, sailed from Holmes Hole A. M. 24th inst.
Schr Henry Merritt, hence, at Fortland 24th inst.

SPECIAL NOTICES.

FOR THE SUMMER.—TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other insects, use Wright's Alconated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a toilet soap. For sale by druggists generally. R. & G. A. WRIGHT, No. 624 CHESNUT Street. 2 4 1

U. S. OFFICE OF ARTIFICIAL LIMBS.—An appropriation ($80,000) having been made by Congress for purchasing

ARTIFICIAL LIMBS FOR OFFICERS

of the United States Army and Navy mutilated in the service, application may now be made, in person or by letter, by officers entitled to the benefit of the act, and who desire the best Artificial Limbs, to

Dr. B. FRANK PALMER, Surgeon Artist,
No. 1608 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 81 GREEN Street, Boston.
5 12§ Offices for Supplying Army and Navy Officers.

NOTICE IS HEREBY GIVEN THAT an application will be made, at the next meeting of the Legislature of Pennsylvania, for the incorporation of a company, in accordance with the laws of the Commonwealth, to be entitled "The Philadelphia Banking and Savings Deposit Company," to be located at Philadelphia, with a capital of one million dollars, with the right to increase the same to three millions of dollars. 7 9 2§6

OFFICE RECEIVER OF TAXES.
PHILADELPHIA, Aug. 24, 1869.

TO TAXPAYERS.—Notice is hereby given that after the 1st day of September a penalty of One Per Cent. will be added to all City Taxes then unpaid.

On and after the 30th instant this office will be open from 9 to 3 o'clock. JOHN M. MELLOY,
8 25 wfm 3t Receiver of Taxes.

J. E. GOULD, NO. 923 CHESNUT Street, is selling Steck & Co.'s and Haines Bros'. Pianos and Mason & Hamlin's Cabinet Organs *nearly as low as at any former time.* 8 25

YANKEE GREEN CORN CUTTERS, for table and kitchen use, give you the healthy pulp without the indigestible hull. Various styles and prices, from 25 cents up, for sale at all the house-furnishing stores. 8 7*

DR. F. R. THOMAS, THE LATE OPERator of the Colton Dental Association, is now the *only one* in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1327 WALNUT St. 1 28*

JOSE POEY,

Medico-Cirujano de la Universidad de la Habana, recibe consultas de 9 a 11 de la mananay de 3½ a 6 de la tarde en su officina calle Nueve (sud) No. 735. Residencia en la calle de Green, No. 1817.

DR. JOSEPH POEY,

Graduate of the University of Habana (Cuba), has removed his office to No. 735 S. Ninth street. Residence, No. 1817 Green street.
Office Hours—8 to 11 A. M. 3½ to 6 P. M. 7 23tf

JAMES M. SCOVEL, LAWYER, CAMDEN, N. J.
Collections made everywhere in New Jersey. 6 12 tf

ELLIS' IRON BITTERS.—"HAVING used your Iron Bitters in my practice, I can testify to its superior tonic properties for invigorating the appetite and promoting digestion. I can unhesitatingly recommend it in cases of general debility and dyspepsia, and in conditions of the system requiring the use of a ferruginous tonic. Its agreeable flavor must recommend it to all. Yours, respectfully, CHAS. S. GAUNT, M. D., Professor in the Philadelphia University of Medicine and Surgery." [3 4 tu th f s§

For sale by JOHNSTON, HOLLOWAY & COWDEN, No. 602 ARCH Street, and by Druggists generally

THE REGULAR MEETING OF THE REPUBLICAN INVINCIBLES will be held at GASKILL'S HALL, Corner FIFTH and BENSON Streets, Camden, N. J., on FRIDAY EVENING, 27th inst., at 8 P. M., sharp.

All who believe in fair play in politics are invited to attend.

Addresses will be made by GEORGE BERGER, Esq., and JACOB MULFORD, Esq.
By order of the President.
8 25 3t* SAMUEL ARCHER.

FURNITURE, ETC.

FURNITURE.

A. & H. LEJAMBRE

HAVE REMOVED THEIR

Furniture & Upholstering Warerooms

TO

NO. 1127 CHESNUT STREET,

8 10 wfm6mrp GIRARD ROW.

CITY ORDINANCES.

AN ORDINANCE

To make an appropriation to the department for supplying the city with water.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of twenty-five thousand ($25,000) dollars be and is hereby appropriated to the department for supplying the city with water for the purpose of payment to the Schuylkill Navigation Company. Provided, That if the said Schuylkill Navigation Company shall hereafter establish any claim against the city, this amount shall be considered as an offset *pro tanto* to said claim, and warrants shall be drawn by the Chief Engineer of the Water Department.

JOSEPH F. MARCER,
President of Common Council.

Attest—
ROBERT BETHELL,
Assistant Clerk of Select Council.
WILLIAM S. STOKLEY,
President of Select Council.

Approved this twenty-fifth day of August, Anno Domini one thousand eight hundred and sixty-nine (A. D. 1869).

DANIEL M. FOX,
8 27 1t Mayor of Philadelphia.

BARGH, FARRELL & WARREN
DEALERS IN PAPERS
OF ALL KINDS,
NO. 631 CHESNUT STREET
AND
NO. 624 JAYNE STREET,
7 6 2m PHILADELPHIA.

NOW IS THE TIME TO CLEANSE YOUR HOUSE.
WINCHER, HARTMAN & CO.'S
WASHING AND CLEANSING POWDER
Is unequalled for scrubbing Paints, Floors, and all household use. Ask for it and take no other.
4 23 6m W. H. BOWMAN, Sole Agent, No. 1156 FRANKFORD Road.

WIRE GUARDS
FOR STORE FRONTS, ASYLUMS, FACTORIES, ETC.

Patent Wire Railing, Iron Bedsteads, Ornamental Wire Work, Paper-makers' Wires, and every variety of Wire Work, manufactured by

M. WALKER & SONS,
5 28 mwf No. 11 N. SIXTH Street.

NEW PUBLICATIONS.

ALL THE NEW BOOKS
FOR SALE AT WHOLESALE PRICES BY
PORTER & COATES,
Publishers and Booksellers,
NO. 822 CHESNUT STREET,
Marble Building, Adjoining the Continental.

Our New and Elegant
ART GALLERY.
Is now open with the finest collection of PAINTINGS CHROMOS and ENGRAVINGS in the c 22 mwf3p

REAL ESTATE AT AUCTION.

REAL ESTATE.—THOMAS & SONS' SALE.—Modern Three-story Brick Residence, No. 2011 Vine street, west of Twentieth street. On Tuesday, September 21, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that modern three-story brick messuage, with back building and lot of ground, situate on the north side of Vine street, west of Twentieth street, No. 2011; containing in front on Vine street 18 feet 4 inches, and extending in depth 104 feet 3 inches. The house has the modern conveniences; gas, bath, stationary washstand, furnace, drainage, etc. Subject to a yearly ground rent of $90. Immediate possession. Keys can be had at No. 42 N. Fifth street, between 9 and 12 o'clock daily.

M. THOMAS & SONS, Auctioneers,
8 21 28 S18 Nos. 139 and 141 S. FOURTH Street.

PEREMPTORY SALE.—BY ORDER OF heirs.—Thomas & Sons, Auctioneers.—Very valuable business stand. Three-story brick store, No. 343 North Third street, above Vine street, 20 by 128 feet. On Tuesday, September 7, 1869, at 12 o'clock, noon, will be sold at public sale, without reserve, at the Philadelphia Exchange, all that valuable three-story brick store and lot of ground, situate on the east side of Third street, between Vine and Callowhill streets, No. 343; containing in front on Third street 20 feet, and extending in depth 128 feet. The easternmost part of the lot is occupied as a beer garden. It is situate in a very valuable business neighborhood. Subject to a yearly quit rent of 1 shilling and 8 pence sterling. Immediate possession. Keys at the auction rooms. Sale absolute.

M. THOMAS & SONS, Auctioneers,
8 7 14 21 9 4 Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE.—Business Location.—Three-story brick dwelling, No. 811 Locust street, between Eighth and Ninth streets. On Tuesday, September 7, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that valuable three-story brick messuage and lot of ground, situate on the north side of Locust street, third door west of Eighth street, No. 811, containing in front on Locust street 18 feet, and extending in depth 69 feet to an alley, with the privilege thereof. It has basement, 2 kitchens, with 2 cooking ranges, 2 parlors on first floor, 7 chambers, gas, bath, hot and cold water, etc. An excellent location for hotel or restaurant, being directly opposite the main entrance to Musical Fund Hall. Immediate possession. Subject to a yearly ground rent of $45. Terms, $2000 may remain on mortgage.

M. THOMAS & SONS, Auctioneers,
8 21 8§ Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Very valuable Business Stand. Three-story brick Store and Dwelling, S. E. corner of Ninth and Cherry streets. On Tuesday, September 7, 1869, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that very valuable three-story brick messuage, with two-story back building and lot of ground, situate at the S. E. corner of Ninth and Cherry streets; containing in front on Ninth street 18 feet 10 inches, and extending in depth along Cherry street 95 feet to a 4-feet wide alley. It has all the modern conveniences, and is in excellent order, having been recently improved by the present owner at great expense. The location is desirable for almost any kind of business, being in one of the leading thoroughfares of the city, and is well situated and adapted for a banking institution, which is much needed in this particular business locality. It is occupied as a store and dwelling, and is a good business stand. Clear of all incumbrance. Terms—$10,000 may remain on mortgage. Immediate possession. May be examined any day previous to sale.

M. THOMAS & SONS, Auctioneers,
8 7 14 21 9 4§ Nos. 139 and 141 S. FOURTH St.

DRY GOODS.

PRICE & WOOD,
N. W. CORNER EIGHTH AND FILBERT.

WHITE GOODS! WHITE GOODS!

Swiss Muslins, Victoria Lawns, Nainsooks.
Soft-finish Cambrics, Brilliants, Piques, etc.
Plaid and Plain Organdies.
Plaid and Stripe Nainsooks.
Plaid and Stripe Swiss Muslins, etc. etc.
Shirred Muslins, 50, 65, 75, 81, 85 cents, and $1 per yard.
Handsome Marseilles Quilts.
Honeycomb and Jacquard Quilts.
Colored Tarletans for covering.
Mosquito Netting, by the piece or yard.
Table Linens, Napkins, and Towels.
Bleached and Unbleached Muslins.
Bargains in Ladies' and Gents' Hosiery and Gloves.
Ladies' and Gents' Hdkfs, plain and hemstitched.
Ladies' Linen Collars and Cuffs.
Hamburg Edgings and Insertings.
Magic Ruffings, Coventry Ruffings.
Marseilles Trimmings and Registered Edgings, cheap.

FANS! FANS! FANS!

Fans very cheap.

Linen Fans, Autograph Silk Fans, Japanese Fans, and Palm Leaf Fans. [4 3 sw§

PRICE & WOOD,
N. W. CORNER EIGHTH AND FILBERT.

HOUSE-FURNISHING DRY GOODS.

Marseilles Counterpanes, all sizes and qualities.
Jacquard Spreads, heavy and light weights, all sizes.
Loom and Damask Table Linens, from 50 cents to $3 00.
Towels and Towelling in every variety.
12-4, 11-4, 10-4, 9-4, 8-4, 6-4, and 5-4 Sheeting Muslins.
10-4, 8-4, 6-4, 5-4, and 4-4 Sheeting and Pillow Linens.
All the popular makes of Bleached and Unbleached Muslins at the lowest market prices.

STOKES & WOOD,
S. W. COR. SEVENTH AND ARCH STS.,
3 3 ws§ PHILADELPHIA.

CHAS. F. SIMPSON & BRO.,
Nos. 923 and 924 PINE Street.
Cheap Goods, Bargains.
5 cases yard-wide fine Shirting Muslin at 12½c., by piece or yard; this Muslin is worth 16c., and is suited for all kinds of underwear.
Williamsville Muslin 20c. by yard.
All other Muslins as cheap.
Nainsook Plaids at 25 and 31c.
Swiss Stripe Muslins at 12½ and 20c.
Nainsook, Cambric, and Swiss Muslins, all grades.
Linen Towellings at 7, 10, 12, and 16c. per yard.
Linen Napkins, cheap.
Linen Table Damask at very low prices.
Bird-eye Nursery Diaper by piece, cheap.
Ballardville and other Flannels, cheap.
Great inducements offered to persons buying Black.
We have a large assortment of Mohairs and Alpaca Poplins, all which were purchased at low prices at the end of the season, and hundreds of our customers have taken advantage of this opportunity to secure cheap goods for the coming fall.
6-4 Water-proof Cloakings only $1 per yard.
Don't forget our fine yard-wide Shirting is only 12½c. per yard.
CHAS. F. SIMPSON & BRO.,
8 14 sw t D 31 Nos. 923 and 924 PINE Street.

MCCXXVIII.—I WOULD RESpectfully inform Undertakers that, in order to meet the increased demand for my patent BURIAL CASKETS, I have taken the large Factory at No. 1228 RIDGE AVENUE.
With my enlarged facilities, I am now prepared to supply promptly all orders in city or country.
8 6 tu th s 1y* E. S. EARLEY.

AMUSEMENTS.

WALNUT ST. THEATRE.—BEGINS AT 8.
THIS (Friday) EVENING, August 27,
BENEFIT OF ROSE WATKINS.
(Formerly Miss Rosina Shaw).
FIRST NIGHT OF A NEW DRAMA.
Founded on an historical incident of the American Revolution, entitled
THE PIONEER PATRIOT;
OR, THE MAID OF THE WAR PATH.
Jocko, the Deformed.....HARRY WATKINS
Isabel Carleton (with songs).....ROSE WATKINS
To commence with a comic sketch by Charles Dickens, Esq., presenting scenes from the life of
AN UNPROTECTED FEMALE.
Polly Crisp (with songs).....ROSE WATKINS

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¾ to 8.
Business Agent and Treasurer.....JOSEPH D. MURPHY
THE LYDIA THOMPSON
BURLESQUE TROUPE.
OPENING NIGHT.
MONDAY, August 30, 1869,
H. B. Farnie's Localized Burlesque,
SINBAD THE SAILOR,
with New Scenery by Charles Hawthorne.
Miss LYDIA THOMPSON as SINBAD and THE GIRL OF THE PERIOD.
The sale of seats commences at the Box Office on Saturday morning at 9 o'clock.
John Holme, Box Bookkeeper. 8 26 3t

VALER'S (LATE MILLER'S) WINTER GARDEN Nos. 720, 722, 724, and 726 VINE Street. THE GRAND ORCHESTRION, formerly the property of the GRAND DUKE OF BADEN, purchased at great expense by JACOB VALER, of this city, in combination with FLAMER'S ORCHESTRA and Miss NELLIE ANDERSON, will perform EVERY AFTERNOON and EVENING at the above-mentioned place. Admission free. 1 13tf

RACES.

POINT BREEZE PARK.

TUESDAY, AUGUST 31.

Purse $300. Three in Five to Harness.

J. E. Turner enters b. m. FANNY.

Owners enters BLUE DICK.

Admission One Dollar. 8 24 6t

STEAMBOAT LINES.

FOR CAPE MAY, ON TUESDAYS, THURSDAYS, AND SATURD

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
NO. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY AUGUST 27, 1869.

THE BOAT RACE TO-DAY.

THE race between the Harvard and Oxford crews will come off to-day if no untoward accident should cause a delay, and thanks to the Atlantic cable, which annihilates the old-fashioned notions of time and space, we will probably receive the news of the result about 2 or half-past 2 o'clock this afternoon, although the race itself will not take place until 5 o'clock, London time. But we are accustomed to these things nowadays, and have ceased to wonder at them. This friendly contest of strength and skill between two little bands of college students has awakened an interest on both sides of the Atlantic out of all proportion to its real merits and importance, and yet as the race is looked upon, not unnaturally, as a contest between America and England, the excitement on the subject is scarcely to be wondered at. The Americans, since they have been in England, have steadily grown in the appreciation of their entertainers, and the confidence which was at one time felt in an easy victory for Oxford has been materially diminished, and it is now anticipated that the race will be a close one whichever party wins. On this side of the Atlantic there does not exist the most thorough regard for the much-vaunted British fair play, and grave fears are entertained that the Americans will not be permitted to win under any circumstances. One great point has been gained, however, by the selection of Mr. Thomas Hughes, M. P., for referee, for his decisions will readily be acquiesced in on both sides of the Atlantic with hearty good-will, no matter which side he awards the victory to. The *Pall Mall Gazette*, in commenting on the prospects of the race, is specially indignant at the want of confidence displayed by the American press, and it demonstrates to its own satisfaction at least that there is a vast difference between a contest like this between gentlemen, and a prize-fight between such men as Heenan and Sayers. Sad to say, our opinion of some of the English gentry, particularly those who are interested in sporting matters, is not so high, and the reports that reach us from time to time through exclusively English channels is not likely to increase our regard for them. Thus far, however, it appears that every reasonable effort has been made to give the Harvard crew a clear course, and to allow the race to be decided upon its merits. If there is any suspicion of unfairness, or any attempt whatever made to impede the American boat, we believe that Mr. Hughes will promptly interfere and see that exact and impartial justice is done. In his letter accepting the unthankful post of referee he says:—"I should lie if I said I hope you will win, but I do hope that at the finish the bow of Harvard's boat will be at the stroke oar of Oxford."

On our first page we give a full description of the preliminaries of the race, and also a map of the course on the river Thames, which will enable our readers to understand the whole affair. The Harvard crew, it should be remembered, labor under a number of disadvantages; and if they should win, as there appears to be a fair chance of their doing, the victory will be so much the more to their credit.

"THE EMPIRE IS PEACE!"

THE committee entrusted with the examination of the *Senatus Consultum* have completed their labors, having made but few alterations in the original draft, the most important being those which give the Senate power to reject a law without assigning any reasons therefor, the government power to appoint a commission to report upon votes of confidence or want of confidence, and provision for an imperial decree establishing the regulations rendered necessary by the *Senatus Consultum*, and defining the constitutional relations of the great powers of State. On the first of September the Senate will begin its discussion of the original document and the proposed amendments, and the end will be reached nobody knows when.

The report presented by the Senate committee contains several characteristic passages which show how strongly all their deliberations have been tinctured with imperialism, and especially with the false and fatal spirit of the Continental theory of government. The committee point to "the tranquillity, development of education, and increase of wealth" which have flowed from the coup d'etat, and then assert that France is supported by 1,400,000 soldiers ready to proceed to the frontier." According to the views entertained by M. Rouher's committee, this is the result of the legislation under the empire which has gained France the respect of the great powers of the earth, and transformed her from a dictatorship to the perfection of liberty! If anything were needed beyond the fact that the so-called reforms originated in the mind of Louis Napoleon, to show how hollow and empty they are likely to prove, a perusal of the outline of the report of the committee, as given by the cable, will surely suffice. This grand army of 1,400,000, "ready to proceed to the frontier," is a fearful commentary upon the imperial boast that "the Empire is peace." The tranquillity of France, the development of education, and the increase of wealth, all find in this immense array of glittering bayonets an almost insurmountable obstacle, by which the prosperity of the country is retarded at every point that does not coincide with the personal aggrandizement and profit of the Bonaparte family. The alleged transformation of France from a dictatorship to complete liberty, in view of all the facts of the case, is one of the choicest bits of unintentional sarcasm with which we have been favored of late.

Yet the theory of government which underlies the Napoleonic system coincides entirely with that which prevails throughout the continent of Europe—the theory of force as essential to the stability of governments which are not based upon the wishes and affections of the people. Von Beust, the Austrian Prime Minister, in a recent pronunciamento, declared that "the maintenance of peace will be easier if the military force of Austria is not diminished." Napoleon bases his hopes of peace upon the ready command of an overwhelming military force; Bismark comes to the rescue of the nations from the devastation and suffering of war by holding at his beck another grand array of bayonets; and so with every other Continental power, whether great or small. Five millions of men are kept constantly under arms to preserve the peace which is threatened only by themselves, and to maintain them in readiness for the constantly impending conflict, the resources of the different nations are kept upon a steady strain, the burdens of taxation and monopoly are made to weigh with crushing effect upon the people, the peace of the world is kept in unceasing peril, and five millions of sturdy men are withdrawn from the productive classes and added to the consumers. Whatever may be the defects of our own system, however rampant corruption and incompetency may be, it is infinitely preferable to that which makes the personal whims, animosities, and ambitions of a few "sovereigns by divine right" paramount to the best interests of the mass of the people.

THE CHINESE TREATY.

THE suspicions which we entertained of the truthfulness of the statements contained in the cable despatches of yesterday announcing the rejection of Mr. Burlingame's treaty with the United States Government, are confirmed by the extract from the letter of the Paris correspondent of the New York *Times* which we published yesterday. The writer takes substantially the same view that we did, and he shows how the British and French Chinese residents have been laboring to undermine Mr. Burlingame with the Chinese Government, and to discredit his embassy with the foreign powers to whom he is accredited. Mr. J. Ross Browne's singular conduct is explained by the fact that he is inspired by the California prejudices against the Chinese and by a jealousy of Mr. Burlingame, and he appears to have allowed himself to be won over entirely to the interests and opinions of the Hong Kong and Shanghai traders. A despatch from Washington this morning states that the whole story is discredited by our Government, and that it is believed to be "a weak invention of the enemy." The absurdity of the assertion that Mr. Burlingame's credentials were different from what was commonly supposed, is shown by the fact that the translation was made by the Hon. Wells Williams, Secretary of our Embassy to Pekin, and by Professor Martin, translator into Chinese of "Wheaton's International Law," and now a professor in the new seminary established in the Chinese capital, both of whom are thorough Chinese scholars. Besides, both of Mr. Burlingame's secretaries, Messrs. Brown and De Camp, are well acquainted with the Chinese language, so that any such deception as has been charged is practically impossible.

By the cable despatches of this morning, however, it would seem that the report is believed in England, and the failure of the treaty is attributed to the intrigues of the traders, who have from the first been bitterly hostile to Mr. Burlingame, and who fear that their gains will be diminished if a more enlightened policy should prevail hereafter in the management of Chinese affairs. Heretofore brute force has been the only influence brought to bear upon the Government and people of the Flowery Empire, and their dislike to foreigners is not a thing to be wondered at; but the readiness they have shown of late to adopt modern ideas and to enter the family of civilized nations was a gratifying augury of a better state of things in the future. It is barely possible that the treaty has been rejected, although the reports to that effect are open to grave doubt, but if this piece of folly has been perpetrated, it will be none the less to Mr. Burlingame's credit that he has exerted himself to make the Chinese better known and respected. The rejection of this treaty will of course be a deep mortification, but the Chinese themselves will be the only sufferers.

PRISON DISCIPLINE IN NEW YORK.

IT is said that one of the former State Prison officials of Sing Sing was so much horrified with the mismanagement and corruption prevailing among his fellow-officials and the deficiencies of the present system, that he declared that the Almighty would speedily destroy the whole structure, as he destroyed Sodom and Gomorrah, if it were not for the virtue of the convicts. A recent meeting of the New York Prison Association and the Inspectors of State Prisons, at Albany, in the presence of Governor Hoffman, clearly indicates some of the reasons for this exaggerated expression. It seems that heretofore discipline has been only partially maintained by cruel punishments, but as they were abolished at the last session of the Legislature, the prison-keepers declare that they are unable to preserve order, that they are "afraid of their lives," and that the old system should be restored.

An inkling of the character of that system is given by the statements of the officials who advocate its re-establishment. Mr. Nelson, agent and warden of Sing Sing, has great faith in the shower-bath. "If it had been continued," he alleges, "the recent revolt would have been averted," for, "in many cases, the convict would relent before" he was subjected to this injurious and excruciating torture. This same amiable embodiment of the humanitarian sentiment of the nineteenth century also defended the comparatively mild punishment of "hanging convicts on hooks." "I have seen," said he, "a case where a man had been on the hooks for six hours, and would then sing and dance." If he was well read in Indian lore, he might have known that it is not uncommon for captives tied to the stake to taunt their barbarian torturers, and to wear a smile on their features while their bodies are writhing with agony, and it is not at all astonishing that history should repeat itself in the New York State Prisons.

After the old barbarian tortures had been continued for years, the Legislature at the last session became suddenly conscious of their iniquity, and abolished them, substituting solitary confinement as the sole punishment, but failing to make proper architectural arrangements for a fair trial of the proposed new system. Sing Sing is said to be radically defective, being badly located, badly constructed, overcrowded, near a railroad and near a river, and having damp walls and small cells, so that the great Empire State crowds her convicts in a structure unfit for the confinement of human beings, which is unhealthy as well as unsafe.

The idea of the legislators was to imitate the Pennsylvania system, but they tried to play *Hamlet* with the part of "Hamlet" left out, when they failed to provide apartments of the proper description for separate confinement. Thrusting men into damp, dark, and poorly ventilated cells, where one inspector tells us that "he could tell from the bad air in the cell how long a man had been locked up," is only another relic of barbarism, and the disclosures at Albany show that if Delaware does not look to her laurels, New York will be able to boast of even more disgraceful savagery than that which is typified by the whipping-post.

THE CRACOW NUN.—An attempt has at last been made to palliate the story of the sufferings endured by Barbara Ubryk, the imprisoned nun of Cracow, but it appears in a journal which, says the London *Pall Mall Gazette*, does not command implicit faith. The palliation amounts to nothing more than a flat contradiction of the whole story, without any array of facts to uphold it, and is therefore entitled to no weight, except as the opinion of a partisan writer who has never seen either Barbara Ubryk or the dismal cell in which she was confined. The animus of the writer is fully shown in his assertion that "the Carmelite sisters of Cracow have been made the victims of an abominable combination of intriguing Jews, Protestants, and Freethinkers, with the complicity, if not under the direct inspiration, of the Austrian ministry." The unfairness of this apology is so manifest that it will tend to damage, rather than advance, the interests of the Carmelite nuns.

OHIO POLITICS.

More About Rosecrans' Declination.

From the San Francisco Bulletin, Aug. 18.

General Rosecrans gives some very good reasons for declining to run as a candidate for Governor of Ohio. In a telegram to Senator Thurman, Chairman of the Democratic State Central Committee, he says:—

"After the war I resigned a very desirable position in the army, and left my State to secure at least the possibility of fulfilling duties deemed sacred to my creditors and family. Those duties forbid me the honor of leading the Democracy of Ohio in the pending canvass for Governor."

The great State of Ohio pays its Governor $1800 a year in currency—equal to, say $1350 in gold. A poor man cannot afford to hold the office. Besides, General Rosecrans had previously held the office of Minister to Mexico, with $12,000 a year salary, in gold. The two places, in the matter of emoluments, were too much in contrast. Then, the General has a good thing in California. He has been let in to the golden circle of first-class operators, of which there are hardly more than twenty in this State, not one of whom writes his prospective fortune down at less than $5,000,000. The General has hold of the big end of the Southern Pacific Railroad land scheme, and keeps the ball rolling pretty lively. One hundred and fifteen million acres, with a large line of incidentals, has a more promising aspect than a fight with Vallandigham, in which the latter would settle old scores, with a strong prospect of being defeated in the canvass.

It is reported that the declining candidate wrote a letter to the Central Committee well calculated to make Vallandigham howl. The latter has a way of frothing at the mouth when exceedingly mad. The letter indorsed the patriotic efforts so successfully made to put down the Rebellion, enjoined thorough loyalty, progress, and a square payment of the national debt in coin. The counsel was sadly improved by conferring the nomination on Pendleton, the pioneer repudiationist, and Vallandigham's bosom friend.

CHEERFUL.

What is in Store for our English Cousins.

The London *Telegraph* prints this alarming statement:—

"Sir:—The Irish Church is disestablished and disendowed. A 'liberal' policy has triumphed. Now, in this your hour of victory, listen to a warning voice. I am persuaded that the hand of Almighty God will descend in chastisement upon our land for the guilt of national apostacy. England is now utterly faithless to the deposit of Protestant truth confided to her at the Reformation. The whole course of God's providential dealings with England since the Reformation shows that we have only been great and prosperous as we have maintained the Protestant religion and kept Popery down. If we look to the Bible, and examine the fourteenth of Ezekiel, we find that God's four sore judgments upon a land blessed with the oracles of God, but lapsing into idolatry, are famine, pestilence, the sword, and noisome beasts. I say, therefore, solemnly, that we may look, in the near future, for all or many of the following events:—

"1. Famine.
"2. Pestilence.
"3. The sword, in the form of violent civil tumults and commotion, and, perhaps, civil war.
"4. Naval and military disaster.
"5. National degradation and loss of prestige.
"6. The overthrow of the Established Churches of England and Scotland.
"7. The subversion of the dynasty.
"8. The overthrow of the House of Lords.
"9. The separation of Ireland from England.
"10. The shivering to pieces of the British empire, upon which we have boasted that the sun never sets, and which was won for us by our Protestant forefathers.

"These are gloomy vaticinations, but they are based upon the word of Him who has specially declared His abhorrence of idolatry, 'who will not give his glory to another, nor His praise to graven images,' and who has said, 'Them that honor Me I will honor, but they that despise Me shall be highly esteemed.' Popery is a predicted and a foredoomed apostacy, and it is rumous to England to pet, and foster, and caress that worst form of idolatry. She cannot do it with impunity.

Your obedient servant,
CHARLES STIRLING, M. A.,
"Vicar of New Malden and Coombe, Surrey, S. W."

RELIGIOUS NOTICES.

ALEXANDER PRESBYTERIAN CHURCH, NINETEENTH and GREEN Streets.—Rev. Dr. JACOBUS, Moderator of the General Assembly, will preach in this Church on next Sabbath morning and evening. Service commencing at 10½ o'clock A. M. and 7½ P. M. 8 27 2t*

TO RENT.

TO LET—A COMPLETE NEW HOUSE, containing eleven Rooms, No. 612 N. Twenty-third street. Apply at No. 1714 GREEN Street. Rent low. 8 27 2t*

CLOTHING.

READY FOR THE FALL.

ROCKHILL & WILSON

To-day make their bow to an appreciative public in view of the

CLOSING SUMMER AND THE OPENING FALL.

TO-DAY WE BEGIN TO REALIZE that though the AUGUST SUN still shines POWERFULLY in the daytime, the pleasant influence of his beams IS A THING OF THE PAST, when NIGHTFALL comes on, and the DEWS OF EVENING are upon US.

Let us, therefore, put on our

LIGHT FALL OVERCOATS,

To keep off rheumatism.

FINE CHEVIOT FALL SACKS,

To defend against the dews of night.

BEAUTIFUL CASSIMERE SUITS
OF GORGEOUS COLORS,
OF RARE STYLES OF FINISH,
OF EXQUISITE WORKMANSHIP.

The Gentlemen of Philadelphia,
And their Boys, Boys, Boys,
Are respectfully welcomed
TO THE

GREAT BROWN STONE HALL,

TO LOOK AT

THE FALL GOODS
OF
ROCKHILL & WILSON,

NOS. 603 AND 605 CHESNUT STREET,
PHILADELPHIA.

ANOTHER VICTORY
OR
WATSON'S SAFES.

82 Hours in the Fire.

PHILADELPHIA, Aug. 18, 1869.

OFFICE BOSTON AND PHILADELPHIA SALT FISH COMPANY,

MESSRS. J. WATSON & SON:—

Gents:—We had one of your large and well-known Inside Door Fire-Proof Safes in the great conflagration at Fifth and Columbia avenue, which occurred on Sunday morning, at 2 o'clock. The Safe was exposed to a furiously intense heat for over 82 hours, and when taken out on Wednesday noon, the books, papers, and money were all found thoroughly preserved. We feel that your Safes deserve the entire confidence and patronage of every business man. Your Safes are fully what they represent to be, thoroughly Fire-Proof. We shall want another of the same size. Yours respectfully,

BOSTON AND PHILADELPHIA
SALT FISH COMPANY,
AND
PHILADELPHIA AND EAST INDIA
COCOANUT COMPANY.

STILL ANOTHER VICTORY.

FROM THE LATE FIRE AT NINTH AND WALLACE STREETS.

PHILADELPHIA, August 26, 1869.

MESSRS. J. WATSON & SON:—

In the destructive fire that occurred at Ninth and Wallace streets, on Tuesday noon, we had one of your celebrated Fire-Proof Safes. It was exposed to an intense heat for about twenty-four hours. The building was large and filled with much combustible material. On opening the safe we found all our books and valuable papers completely preserved and as bright and fresh as when put in the safe. The heat-resisting qualities of your safes are really wonderful, and we think great advantage is derived from your inside door improvement. We shall want another of your safes.

8 27 tf D. & W. RING.

THE IMPROVED
BALTIMORE
Fire-Place Heater,

With ILLUMINATING DOORS and WINDOWS, and MAGAZINE of sufficient capacity for fuel to last 24 HOURS, at a cost of but ELEVEN CENTS PER DAY. The most perfect and cheerful Heater in use. Having made arrangements with
MR. S. E. SEXTON, OF BALTIMORE,
for the EXCLUSIVE manufacturing of these Heaters, we are prepared to furnish them in large or small quantities. Sold wholesale or retail by the Manufacturer,

JOHN S. CLARK,

NO. 1008 MARKET STREET.

Beware of imitations gotten up on the popularity of these Heaters. 8 27 1m

UNITED STATES HOTEL,

ATLANTIC CITY,

WILL REMAIN OPEN UNTIL MONDAY, SEPTEMBER 6.

BROWN & WOELPPER,
8 27 6t PROPRIETORS.

FOR SALE.

ELEGANT BROWN-STONE RESIDENCES, Nos. 4112 and 4116 Spruce street, for sale or to rent. Apply to
C. J. FELL & BROTHER,
8 27fmwlm No. 120 S. FRONT Street.

NEW PUBLICATIONS.

HARVARD
VS.
OXFORD!

HARPER'S WEEKLY,

PUBLISHED THIS DAY,

CONTAINS

ACCURATE PORTRAITS
OF
BOTH CREWS.

HARPER'S WEEKLY: 10 cents a Number; $4·00 a Year.

HARVARD
VS.
OXFORD!

HARPER'S WEEKLY,

PUBLISHED THIS DAY,

CONTAINS

ACCURATE PORTRAITS
OF
BOTH CREWS.

HARPER'S WEEKLY: 10 cents a Number; $4·00 a Year.

HARVARD
VS.
OXFORD!

HARPER'S WEEKLY,

PUBLISHED THIS DAY,

CONTAINS

ACCURATE PORTRAITS
OF
BOTH CREWS.

HARPER'S WEEKLY: 10 cents a Number; $4·00 a Year. 1t

STOVES, RANGES, ETC.

GOLDEN EAGLE FURNACES
AND
COOKING RANGES.

1,461,600

Cubic feet of space, thoroughly heated by EIGHT medium-sized GOLDEN EAGLE FURNACES, at United States Naval Asylum, Philadelphia.

PERFECT SUCCESS.

It is three years since the above Furnaces were invented and offered to the public. The advantages they combine have given them a most signal success. Already in our city it has taken the lead,

AND THE DEMAND CAN SCARCELY BE SUPPLIED.

The community are assured that the essential features which have given the Golden Eagle such unbounded popularity are not found in any other Furnaces now exant.

An examination is solicited.

SEND FOR ILLUSTRATED CATALOGUE.

CHAS. WILLIAMS,

Nos. 1132 and 1134 MARKET STREET,
8 27 fmw2m PHILADELPHIA.

MARVIN'S
Patent Alum and Dry Plaster
FIRE-PROOF SAFES

ARE THE MOST DESIRABLE FOR QUALITY, FINISH, AND PRICE.

MARVIN'S
CHROME IRON
SPHERICAL BURGLAR SAFES

Cannot be Sledged!
Cannot be Wedged!
Cannot be Drilled

Please send for a catalogue to

MARVIN & CO.,

NO. 721 CHESNUT STREET,
(MASONIC HALL), PHILADELPHIA,
No. 265 BROADWAY, NEW YORK,
No. 108 BANK STREET, CLEVELAND, OHIO.

SECOND-HAND SAFES OF ALL MAKES FOR SALE LOW. [6 12 mwf4p

SAFES AND MACHINERY MOVED.

For LOOKING GLASSES, all who are building or furnishing should go to JAMES S. EARLE & SONS, No. 816 CHESNUT Street, where may be found the largest stock, the greatest variety, and the very lowest prices. It is the only establishment in the city where Frames are made and gilded throughout, and where the patterns are original. 4 5 mwfrp

WHEELER & WILSON'S
SEWING MACHINES

Are the Best, and are Sold on the Easiest Terms.

PETERSON & CARPENTER,
GENERAL AGENTS,
No. 914 CHESNUT Street,
8 5 fmwf PHILADELPHIA.

EXCURSIONS.

GREAT INSTITUTION.—MUNDY'S MOONLIGHT EXCURSION to ATLANTIC CITY, on SATURDAY EVENING, 28th instant. Reader, go. 8 26 3t

BECK'S PHILADELPHIA BAND, NO. 1,

LAST GRAND EXCURSION
AROUND NEW YORK BAY AND STATEN ISLAND,

Leaving Philadelphia, from WALNUT ST. WHARF, on

Monday, August 30, 1869, at 7·30 A. M.

FARE FOR THE EXCURSION—Single Tickets, $3·00; Gentleman and Lady, $5·00.
Tickets can be procured at the Offices, Nos. 811 and 823 Chesnut street, Office of Beck's Band, No. 828 Market street, No. 501 Girard avenue; and at the wharf on the morning of the Excursion. 8 26 3t*

LAST REGULAR TRIP TO CAPE MAY on SATURDAY August 28.—The steamer LADY OF THE LAKE will make her last regular trip to CAPE MAY on SATURDAY, leaving ARCH STREET WHARF at 9 A. M., and return on Monday.
Fare, including carriage hire..... $2·25
Excursion tickets, " 3 00
The Lady of the Lake will make an extra trip on THURSDAY, September 2, and return next day. 8 26 2t

DON'T FORGET MUNDY'S MOONLIGHT EXCURSION to ATLANTIC CITY, SATURDAY EVENING, 28th inst. 8 26 3t

GRAND VISITATION
OF THE
KNIGHTS TEMPLAR,
(IN FULL UNIFORM),
TO ATLANTIC CITY,
ON SATURDAY, AUGUST 28,

Leaving VINE STREET FERRY at 2·00 P. M., remaining until MONDAY AFTERNOON.

Grand Review on Monday.

ON SATURDAY EVENING
A GRAND HOP
WILL BE GIVEN AT THE
SEA-VIEW HOUSE,

Preceded by a display of FIREWORKS, under the supervision of Professor JACKSON.

MASTER OF CEREMONIES.
SIR WILLIAM WALLACE GOODWIN.
FLOOR MANAGERS.
Sir J. L. Hutchinson, Sir John Thornley,
Sir Charles L. Hale, Sir Harmanus Neff.
ASSISTANT MANAGERS.

Sir Chas. H. Kingston,	Sir Nathan Smith,
Sir Chas. E. Meyer,	Sir Thomas Brown,
Sir John L. Young,	Sir A. C. Ireland,
Sir Edward Masson,	Sir Andrew Robeno, Jr.,
Sir E. S. Keeler,	Sir H. G. Clark,
Sir W. C. Ewing,	Sir John Hanold,
Sir F. L. Vinton,	Robert Frazer,
Sir John Wooiverton,	John W. Wallace,
Sir Thomas J. Corson,	Horace Whiteman,
Sir James H. Bechtel,	H. M. Mitcheson,
Sir James H. Stevens,	John Lucas,
Sir Seth Thomas,	Thomas Farley,
Sir A. B. Frazee,	Benjamin H. Brown,
Sir J. L. De La Cour,	Jas. B. Dayton,
Sir W. B. F. Wood,	John F. Starr,
Sir George Shattuck,	Sir J. Layton Register.

Complimentary Tickets, admitting a Gentleman and Ladies, may be obtained by Sir Knights and brethren of Eminent Commander Goodwin, No. 1117 Cherry street, Philadelphia, or of the Committee.
Round Trip Tickets to Atlantic, good from Saturday until Monday, $5·00. 8 25 4t 4p

MUNDY'S
TWELFTH ANNUAL MOONLIGHT EXCURSION
TO ATLANTIC CITY
On Saturday Evening, August 28, 1869.

Last boat leaves Vine street wharf at 8 P. M.; will arrive in Philadelphia at 6 30 on

MONDAY MORNING FOLLOWING.

Tickets, $1·50. 8 25 4t

EXCURSION TO CAMP HANCOCK.—"PHILADELPHIA CITY GUARD," AT WHITEHALL, LEHIGH COUNTY, PA. EXCURSION TICKETS from Philadelphia to Whitehall will be issued from offices of North Pennsylvania Railroad Company, No. 105 S. FIFTH Street, and corner BERKS and AMERICAN Streets, on August 21, 23, 24, 25, 26, 27. Good to return until August 28 inclusive. Fare $2·75 for round trip.
8 21 6t ELLIS CLARK, Agent.

OF COURSE EVERYBODY WHO CAN GET off will go on MUNDY'S MOONLIGHT EXCURSION to ATLANTIC CITY, SATURDAY EVENING, 28th inst. 8 26 3t

READING RAILROAD.—PARK ACCOMMODATION TRAIN—Between Philadelphia and Belmont, commencing August 9, 1869. Starting from station, SEVENTEENTH Street and PENNSYLVANIA Avenue, and stopping at Coates street (Park entrance), Brown street (Park entrance), Thompson street, Mifflin Lane (Entrance to Engel & Wolf's Farm), and east end of Columbia Bridge (Entrance to Washington Retreat).

(DAILY, SUNDAYS EXCEPTED.)

Trains start from Seventeenth and Pennsylvania avenue:—	Trains start from Belmont:—
At 7·10 A. M.	At 8·30 A. M.
" 9·10 A. M.	" 8·00 A. M.
" 11·00 A. M.	" 10·00 A. M.
" 1·30 P. M.	" 12·30 Noon.
" 3·00 P. M.	" 2·10 P. M.
" 4·50 P. M.	" 4·00 P. M.
" 6·30 P. M.	" 5·35 P. M.
" 7·40 P. M.	" 7·10 P. M.

Arrangements have been made with the Green and Coates Streets, Seventeenth and Nineteenth Streets, and Union Passenger Railways to sell exchange tickets in connection with above trains, good either way, for 12 cents.
Single fares, on Park Accommodation Train, 10 cents.
Tickets in Packages—7 for 50 cents, 14 for $1·00.
For sale at offices, Seventeenth street, Coates street and Belmont.
J. LOWRIE BELL,
8 6 22t General Agent.

GET READY FOR MUNDY'S GREAT MOONLIGHT EXCURSION to ATLANTIC CITY, on SATURDAY EVENING, 28th inst. 8 26 3t

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of best finish, RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOLTRE RAZOR Scis. SORS the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 2 8 6m

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, August 27, 1869.

The Blue-Eyed Baby Business.

The Philadelphia readers of the most notorious of the New York daily newspapers will probably, at one time or other, have had their attention attracted to a certain quarter of the journal wherein parties wishing to adopt beautiful blue-eyed babies could be accommodated upon reasonable terms. Sometimes it is added that the adopting party must be a professing Christian, but more often the advertiser casts aside all considerations of faith and practice, and confines herself to statements in regard to the reasonableness of terms.

The blue-eyed baby business is carried on to a greater extent in New York than in any other city upon the American continent. The number of blue-eyed babies that come to the surface in the columns of the daily and weekly press is immense. Baby-farming is a regularly recognized business in itself, and those harpies who engage in the profession are most successful who part with the greatest number of babies for a consideration.

There are several of these baby-farmers in New York. One of them is in St. Mark's Place, where a female physician, in conjunction with a male one, undertakes to supply Christian families with as many blue-eyed babies as may be desired. She never makes any charge, but it is tacitly understood that babies of various degrees of of blue-eyed beauty are to be procured from her at all prices between $50 and $150. The proprietress has a sharp eye, a shrewd tongue, a long head, and a short manner, and is not capable of being brow-beaten. Another one is on Third avenue, near to Stewart's. It is located over a shop, and pervaded with an air of intense respectability. Indeed, the "respectability" of these places is their most gratifying and salutary characteristic. The servant who opens the door may look dowdy around the hair and dirty around the neck, but she is respectable; the parlor into which you are shown may have cemetery-like mouldiness of atmosphere, suggestive of new-made graves, but the pictures on the wall are scriptural in subject, and the few ornaments are uniformably correct and respectable; the "lady" who receives you is generally attired in black bombazine (as though she were a Rachel weeping for other people's children), but the respectability of her appearance and language is one of the first things that strikes you. This Third avenue establishment is, however, more of an office than anything else. The real hospital and nursery is "farther-up-town."

In Nineteenth street is a third baby-farm, and these three are the principal ones of Gotham. From these issue most of the advertisements which dupes, blest with no children of their own, and wishing to adopt those of others, so readily answer. Scattered all over the city are smaller ones, where the business is less artistically conducted, and the police descents upon which render a temporary residence there extremely risky.

It is in holes like these that the nobodies' children of New York, who somehow or other are "left over," and never adopted out, go through protracted courses of ill-treatment which finally bring them to the grave. Whatever sorrowful chance may have taken the innocent visitor to such a house, he will have remarked with inexpressible compassion the old countenances of the withered and unhappy little children that there abound. These are the blue-eyed babies that the advertisements run about, and which the female physician is so desirous of adopting out into a Chistian family where they may experience the comforts of a home. Wretched children of nobody, I am sure they need it, for the tender mercies of the woman on whose hands they are left are sure, sooner or later, to conduct them to the grave.

Some of these children escape death, however, by being sent to Randall's Island, whose nurseries received during the year 1868 over eleven hundred such children. Here their condition is at least a little better than under the roof-tree of the venal friend who assisted their mothers (at the rate of $25 per week) in bringing them into the world. They receive at least some education. The girls are taught sewing, and the boys get some inkling of farming. Thence, periodically they are sent West, and in a few years no small proportion of the population of the prairie-peopled West will consist of the grown-up children of nobody. At the same time the condition of the juvenile occupants of Randall's Island—those little illegitimate ones—is nothing to brag of. The nurses there who take charge of the younger children mix a great deal of their milk of haman kindness with bad gin and educate the innocents to a love of whisky. The mortality among the infant population is extremely large. Last year much more than one-half the entire number admitted died. The various children's hospitals and other charitable institutions for children established in the city do something towards mitigating this evil, but all the benevolence heaped togother seems but as a drop in a bucket. It is one of the great shames of New York that there are such extensive facilities for the "putting away" of nobody's children, and one of the first steps towards reform should be the abolishment of all such advertisements as the blue-eyed baby ones.

ALI BABA.

CITY ITEMS.

CLOSING OUT ALL KINDS OF SUMMER CLOTHING, AT GREATLY REDUCED PRICES.—*Assortment still good. Our garments are superior to any ready-made goods in Philadelphia in every respect. Prices guaranteed lower than the lowest elsewhere.*

HALF WAY BETWEEN *Fifth and Sixth Streets,* BENNETT & CO., TOWER HALL, 518 MARKET ST., PHILADELPHIA, AND 600 BROADWAY, NEW YORK.

JEWELRY.—Mr. William W. Cassidy, No. 12 South Second street, has the largest and most attractive assortment of fine Jewelry and Silverware in the city. Purchasers can rely upon obtaining a real, pure article, furnished at a price which cannot be equalled. He also has a large stock of American Western Watches in all varieties and at all prices. A visit to his store is sure to result in pleasure and profit.

SINGER'S SEWING MACHINES.—
Ten dollars down, and balance in easy instalments.
O. F. DAVIS, No. 810 Chesnut street.

EARTH CLOSET COMPANY'S patent dry earth commodes and privy-fixtures, at A. H. Franciscus & Co.'s, No. 513 Market street.

HAS
PUT DOWN THE PRICES.
CHARLES STOKES offers the balance
of his summer stock at
GREATLY REDUCED PRICES
to close out,
in order to
make room
FOR THE *immense assortment* of
FALL and WINTER STYLES of
FINE FASHIONABLE CLOTHING
now in course of manufacture,
AT NO. 821 CHESNUT STREET.

A SAFE, SURE, AND SPEEDY REMEDY for Diarrhœa, Dysentery, Cholera, Summer Complaint, and all bowel affections may be had in JAYNE'S CARMINATIVE BALSAM. Compounded with care from the best understood ingredients known to the medical faculty, its action is prompt and always to be depended upon, while the reputation it has attained as a standard household remedy should induce all at this season of the year to keep a bottle of so useful a medicine by them. Sold by all Druggists.

PAINLESS DIGESTION.—"No man," says Sir Astley Cooper, "ought to know by his sensations that he has a stomach." In other words, when digestion is perfect there is neither pain nor uneasiness in the region where it takes place. Nausea, want of appetite, flatulency, oppression after eating, shooting pains in the epigastrium, a flushing of the face at meal times, and a furred tongue in the morning, are among the direct symptoms of indigestion. Constipation, biliousness, headache, nervous irritability, physical weakness, and low spirits are its almost invariable accompaniments. All these indications of Dyspepsia, whether immediate or secondary, are usually aggravated by hot weather.

The close of summer is, therefore, the season when the victim of dyspepsia most urgently needs a tonic and regulating medicine. Of course, every invalid has many advisers. One friend recommends one drug, another another; but in a multitude of counsellors there is not always safety. The standard remedy of the present age for indigestion, in all its stages, is HOSTETTER'S STOMACH BITTERS. Time, that proves all things, has established its reputation on an impregnable foundation—the spontaneous testimony of millions of intelligent witnesses. No acrid oil or acid defiles its stimulating principle; its tonic constituents are the finest that botanical research has yet discovered; it combines the properties of a gentle evacuant, a blood depurent, and an anti-bilious medicine, with invigorating qualities of the highest order, and is admitted both by the public and the profession to be the surest protection against all diseases that are produced or propagated by pestiferous air or unwholesome water, that has ever been used either in the United States or Tropical America.

In cases of constipation resulting from a want of muscular tone in the intestines, the effect of the BITTERS is perfectly marvellous; and without the dangerous sequences of mercury, it restores the disordered liver to a normal condition.

GREAT REDUCTIONS,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Great Reductions,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
Gents' and Boys' Clothing,
WANAMAKER & BROWN,
Oak Hall,
S. E. CORNER SIXTH AND MARKET STREETS.
Closing out Summer Stock.

MARRIED.

HILSEE—GIBSON.—On Wednesday evening, the 25th instant, by Rev. W. J. Paxson, Mr. JOSEPH HILSEE to Miss RUTH ANNA GIBSON, both of this city.

ITEN—BRUNNER.—August 22, 1869, by the Rev. W. J. Mann, Mr. ANTON ITEN, of Philadelphia, Pa., to Mrs. MATHILDA BRUNNER, of Coopersburg, Lehigh county, Pa.

DIED.

GAW.—On the 26th instant, Mrs. KATE GAW, wife of William C. Gaw, and daughter of the late Banner and Catharine Thomas.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 211 Stamper's street, on Sunday afternoon at 4 o'clock. To proceed to Union Cemetery.

GESSLER.—On the 25th inst., EDWIN M. GESSLER, in the 31st year of his age.

The relatives and friends, also Mount Moriah Lodge, No. 155, A.Y. M., Aurora Lodge, No. 40, K. P., and employes of Pennsylvania Central Railroad, are respectfully invited to attend his funeral, from the residence of his brother, No. 2018 Wood street, on Saturday afternoon at 3 o'clock. To proceed to Mount Moriah Cemetery.

HOWARD.—On the 25th instant, ELIZABETH HOWARD, in the 93d year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her grandson, Garrett Kitselman, Adamsville, Montgomery county, on Sunday morning next, the 29th instant, at 10 o'clock.

MULLEN.—Suddenly, on the 25th instant, WILLIAM H. MULLEN, aged 49 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 1032 S. Eighteenth street, above Washington avenue, on Sunday afternoon at 2½ o'clock. To proceed to Machpelah Cemetery.

RODGERS.—Suddenly, at Atlantic City, on the 25th instant, ANNIE D., second daughter of Mary J. and the late James B. Rodgers.

The relatives and friends of the family are invited to attend her funeral, from the residence of her mother, No. 515 S. Eleventh street, on Saturday afternoon at 2 o'clock, without further notice.

SCHMUCK.—On the 26th instant, BERNARD SCHMUCK, in the 35th year of his age.

His relatives and friends are invited to attend his funeral, from his late residence, on Sunday afternoon at 1 o'clock. To proceed to Lafayette Cemetery.

SCOTT.—At Germantown, on the 27th instant, MARY ELVERA LAVINIA, infant daughter of Henry W. and Mary Lavinia Scott.

THORNHILL.—August 24, PATRICK THORNHILL.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 235 S. Third street, on Saturday, August 28, at 8 o'clock A. M.

WILSON.—On the 25th instant, MATILDA M., wife of George E. Wilson, and only daughter of Dr. W. C. Mulford.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her husband, No. 268 Chesnut street, Camden, N. J., on Monday next, the 30th instant, at 2 o'clock P. M.

THE GREAT FIRE AT YONKERS.

HERRING'S SAFES

AGAIN TESTED!

YONKERS, N. Y., August 13, 1869.

MESSRS. HERRING, FARREL & SHERMAN, New York—Gentlemen:—At the great fire here on Sunday night last (8th inst.), which covered an area of two blocks, we had two of your Safes in our building, which passed safely through the ordeal. When first discovered they were surrounded by burning lumber, and bear evidence of having had a severe test, as our place of business occupied seven lots, all covered with buildings and lumber, all of which were entirely consumed, and to this heat the Safes were exposed. It was with great satisfaction that we found, upon cutting into our Safes, as they were so warped and swollen they could be opened in no other way, that our books and papers and money were all saved; indeed, the bills came out of the Safe without a singe, and nothing is discolored but the binding of the books. Respectfully yours,

ACKERT & QUICK.

HERRING'S PATENT CHAMPION SAFES, the most reliable protection from fire now known. HERRING'S NEW PATENT BANKERS' SAFES, combining hardened steel and iron with the Patent Franklinite or SPIEGEL EISEN, furnishes a resistant against boring and cutting tools to an extent heretofore unknown.

FARREL, HERRING & CO.,

PHILADELPHIA.

HERRING, FARREL & SHERMAN,
No. 251 BROADWAY, corner Murray st., N. Y.
HERRING & CO., Chicago.
HERRING, FARREL & SHERMAN, New Orleans. 8 19 4ptf§

NEW SPICED SALMON,

FIRST OF THE SEASON.

ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7§ Corner ELEVENTH and VINE Streets.

DRY GOODS.

SUMMER AND EARLY AUTUMN

DRY GOODS.

To run them off we have made our final reductions on

DRESS GOODS,
SILK MANTLES,
THIN SHAWLS,
WHITE GOODS.
BOYS' CLOTHING,
BATHING ROBES.

A good display of DOMESTIC MUSLINS, FLANNELS, TICKINGS, Etc.

Best imported LINEN TOWELS, DAMASKS, Etc.
EMBROIDERED PIANO COVERS.

COOPER & CONARD,

NINTH STREET, BELOW MARKET,
1 7 fam PHILADELPHIA.

MILLIKEN'S

LINEN STORE,

No. 828 ARCH STREET.
AND
No. 1128 CHESNUT Street.

CHEAP BATH TOWELLINGS,
TURKISH TOWELS,
HEAVY ABSORBENT DIAPERS.

Several lots CHEAP HANDKERCHIEFS, in Ladies' and Gents' sizes.

SUMMER GAUZE FLANNELS.
GAUZE BLANKETS.
LINEN SHEETINGS, every width.

We furnish Hotels and Public Institutions at importer's package prices. 8 21mwf

RICKEY, SHARP & CO.,

NO. 727 CHESNUT STREET,

ARE CLOSING OUT

LAWNS,
ORGANDIES,

And Other Summer Dress Goods,

AT GREATLY REDUCED PRICES. [7 13 tf

WINES.

THE BEST

CALIFORNIA WINES.

California, Hock, Claret and Sparkling, for Table Use.

California Port and Brandy, for Medicinal Purposes.

California Angelica and Muscatell, the Finest Ladies' Wines,

AT

PERKINS, STERN & CO.'S,

Nos. 14 and 16 VESEY Street, New York,
No. 108 TREMONT Street, Boston,
And Nos. 34 and 36 LA SALLE Street, Chicago.
For sale in Philadelphia by
SIMON COLTON & CLARKE,
JOHNSTON, HOLLOWAY & COWDEN,
CRIPPEN & MADDOCK,
BULLOCK & CRENSHAW,
RISK & MUSSON,
WRIGHT & SIDDALL,
ROBERT BLACK & SON,
THOMPSON BLACK'S SON & CO.,
JAMES R. WEBB.
By A. H. HAYWARD, Germantown,
EWEN & BRO., Camden, New Jersey.

PHILADELPHIA, July 23, 1869.

Messrs. Perkins, Stern & Co.—The Wines furnished us from time to time by your house have given entire satisfaction to customers, and are now a staple article in our trade. We are pleased to be able to say that we consider them entirely pure. Truly yours, SIMON COLTON & CLARKE.

PHILADELPHIA, July 23, 1869.

Messrs. Perkins, Stern & Co.—Your Wines have become a staple article of merchandise with us, and give our customers universal satisfaction. From such examination as we have given them, and the reports we hear of them, we have no doubt of their strict purity. Respectfully,

JOHNSTON, HOLLOWAY & COWDEN.

CAMDEN, N. J., July 23, 1869.

Messrs. Perkins, Stern & Co.—Our experience with your Wines and Brandies reaches back almost to the introduction of the goods to the people of the Atlantic States. We have taken pains, at different times, to submit them to scientific men for examination, and, from their reports, and the growing demand, we believe them pure and know them to give satisfaction. Yours, very truly,

8 2 mwf 2m EWEN & BROTHER.

DREXEL & CO.

NO. 34 SOUTH THIRD STREET,

American and Foreign

BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & CO., New York. | DREXEL, HARJES & CO., Paris. [3 10 4

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILated and easy-fitting Dress Hats (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. 11 19 rp§

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at F. MADEIRA'S, No. 115 S. TENTH Street, below Chesnut. 2 8rp

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc., No. 233 CHESNUT Street, Philadelphia. 4 1 wfm§

EDUCATIONAL.

MISS BURNHAM'S SCHOOL FOR YOUNG Ladies opens September 22. Personal interview can be had, after September 6, at No. 1616 Filbert street. For circulars, address F. E. GOURLAY, Esq., No. 605 WALNUT Street. 8 26 1m

H. D. GREGORY, A. M., WILL REOPEN HIS CLASSICAL AND ENGLISH SCHOOL, No. 110 MARKET Street, on MONDAY, Sept. 6. 8 25 1m*

MR. G. F. BISHOP, TEACHER OF SINGing and Piano, No. 33 S. NINETEENTH St. [8 21 1m

$150 A YEAR BOARD AND TUITION AT Academy, BERLIN, N. J. Rev. T. M. REILLY. 8 21 sw3t*

MISS BONNEY AND MISS DILLAYE WILL reopen their BOARDING and DAY SCHOOL (twentieth year), Sept. 15, at No. 1615 CHESNUT Street. Particulars from Circulars. 8 16 7w

ANDALUSIA COLLEGE REOPENS SEPTEMBER 13, 1869. PRIMARY AND ACADEMIC DEPARTMENTS. A HOME BOARDING-SCHOOL FOR BOYS. Charges—$250 to $300 per year. Address Rev. Dr. WELLS, Andalusia, Pa. 8 12 1m

DELACOVE INSTITUTE, BEVERLY, NEW JERSEY.—A leading school for Young Ladies, prominent for its select tone and superior appointments. For prospectus address the Principal, 8 3 tuths 6w M. RACHELLE G. HUNT.

WYERS' SCIENTIFIC AND CLASSICAL INSTITUTE, AT WEST CHESTER, PA. The Scholastic Year of 10 months begins Wednesday September 1, next. For catalogues apply to WM. F. WYERS, A. M., 7 31 5w Principal and Proprietor.

GERMANTOWN ACADEMY, ESTABLISHED 1760.—English, Classical, and Scientific School for Boys. Boarding and Day Pupils. Session begins MONDAY, September 6. For circulars apply to C. V. MAYS, A. M., Principal, 8 3 tuths tf Germantown, Philadelphia.

FEMALE COLLEGE, BORDENTOWN, N. J.—This institution, so long and so favorably known, continues to furnish the best educational advantages, in connection with a pleasant Christian home. Catalogues, with terms, etc., furnished on application. College opens September 16. 7 27 3m JOHN H. BRAKELEY, President.

RUGBY ACADEMY FOR BOYS, No. 1415 LOCUST Street, EDWARD CLARENCE SMITH, A. M., Principal.

Young men prepared for *business or high standing* in College. Circulars at No. 1226 CHESNUT Street. Next session begins September 13th. 7 17 3m

RUFUS ADAMS, ELOCUTIONIST,

No. 11 GIRARD Street, between Eleventh and Twelfth and Chesnut and Market. (8 7

MISS ELIZA W. SMITH, HAVING REmoved from No. 1324 to No. 1212 SPRUCE Street, will reopen her Boarding and Day School for Young Ladies on WEDNESDAY, Sept. 15. Circulars may be obtained from Lee & Walker, James W. Queen & Co., and after August 25, AT THE SCHOOL. 7 27 3m

STEVENSDALE INSTITUTE, SOUTH AMBOY, N. J.—A Family Boarding School for Boys—will commence on September 6, 1869. Location unsurpassed in everything desirable for a school. Thorough instruction will be thorough and practical, embracing a careful preparation for college. Circulars sent on request. C. C. WITHINGTON, A. M., Principal, 8 18 1m SOUTH AMBOY, N. J.

HAMILTON INSTITUTE, DAY AND Boarding School for young ladies, No. 3810 CHESNUT Street, will reopen MONDAY, September 6. For circulars, containing terms, etc., apply at the school, which is accessible to all parts of the city by the horse cars. 8 9 P. A. CREGAR, A. M., Principal.

CHEGARAY INSTITUTE, ENGLISH AND FRENCH, for Young Ladies and Misses, boarding and day pupils. Nos. 1527 and 1529 SPRUCE Street, Philadelphia, Pa., will REOPEN ON MONDAY, September 20. French is the language of the family, and is constantly spoken in the Institute. 7 15 thstu 2m MADAME D'HERVILLY Principal.

LASELL FEMALE SEMINARY (AT AUBURNDALE, Mass., ten miles from Boston, on Boston and Albany Railroad), Fs seventeen years a leading New England Seminary. Not excelled in thorough English or artificial training, nor in the highest accomplishments in Modern Languages, Painting, and Music. Location for health, beauty, and refining influences, unsurpassed. Next year begins Sept. 20. Address, 7 27 6w CHARLES W. CUSHING.

THE EDGEHILL SCHOOL, a Boarding and Day School for Boys, will begin its next session in the new Academy Building at MERCHANTVILLE, NEW JERSEY, MONDAY, September 6, 1869. For circulars apply to Rev. T. W. CATTELL, 6 28 tf Principal.

RECTORY SCHOOL, HAMDEN, CONN. Rev. C. W. EVEREST, Rector, aided by five resident assistants. The school is closing its twenty-sixth year, and refers to its old pupils, found in all the professions, and every department of business. Thorough physical education, including military drill, boating, and swimming in their season. Age of admission, from nine to fourteen. Terms, $750 per annum. The fall session begins September 7. Reference—Rt. Rev. J. Williams, D. D. Hamden, July 15, 1869. 7 27 2m

MISS CLEVELAND DESIRES TO ANnounce that she will open on MONDAY, September 20th, a School for the education of a limited number of Young Ladies.

The plan of instruction will be similar to that so long pursued by her father, the late Prof. C. D. Cleveland, and will embrace the usual English branches, together with the Latin, French, and German languages.

The Department of English Literature, Rhetoric, and Elocution will be under the charge of Prof. S. M. CLEVELAND.

Application may be made at No. 243 S. EIGHTH Street between the hours of 9 and 2. 8 24 5t

ACADEMY OF THE PROTESTANT EPISCOPAL CHURCH, (FOUNDED A. D. 1785.) S. W. Cor. LOCUST and JUNIPER Streets. The Rev. JAMES W. ROBINS, A. M., Head Master, With Ten Assistant Teachers.

From September 1, 1869, the price of Tuition will be NINETY DOLLARS per annum, for all Classes: payable half yearly in advance.

French, German, Drawing, and Natural Philosophy are taught without extra charge.

By order of the Trustees, GEORGE W. HUNTER, Treasurer.

The Session will open on MONDAY, September 6. Applications for admission may be made during the preceding week, between 10 and 12 o'clock in the morning. 8 16 mwf 6w JAMES W. ROBINS, Head Master.

"WEST PENN SQUARE ACADEMY," S. W. corner of MARKET Street and WEST PENN SQUARE.

T. BRANTLY LANGTON having leased the upper part of the Third National Bank Building, will reopen his School on MONDAY, September 13.

The facilities of this building for school purposes will be apparent upon inspection. The Gymnasium will be under the immediate supervision of Dr. Jansen, and is being abundantly supplied with apparatus for the practice of either light or heavy gymnastics.

The course of instruction embraces all that is needed to fit boys for College, Polytechnic Schools, or Commercial Life.

Circulars containing full information respecting Primary Department, College Classes, the study of Vocal Music, Art, etc., may be obtained by addressing the Principal as above. The rooms will be open for inspection after August 21. 8 5 1tf

"THE HILL" SELECT FAMILY BOARDING SCHOOL, An English, Classical, Mathematical, Scientific and Artistic Institution, FOR YOUNG MEN AND BOYS! At Pottstown, Montgomery County, Pa.

The First Term of the Nineteenth Annual Session will commence on WEDNESDAY, the 8th day of September next. Pupils received at any time. For Circulars address REV. GEORGE F. MILLER, A. M. Principal.

REFERENCES:

REV. DRS.—Meigs, Schaeffer, Mann, Krauth, Seiss, Muhlenberg, Stoever, Hutter, Stork, Conrad, Bomberger, Wylie, Sterret, Murphy, Cruikshanks, etc.
HONS.—Judge Hadlow, Leonard Myers, M. Russell Thayer, Benj. M. Boyer, Jacob S. Yost, Hiester Clymer, John Killinger, etc.
ESQS.—James E. Caldwell, James L. Claghorn, C. S. Grove, T. C. Wood, Harvey Bancroft, Theodore G. Boggs, C. F. Norton, L. L. Houpt, S. Gross Fry, Miller & Derr, Charles Wannemacher, James, Kent, Santee & Co., etc. 7 26 mwf3m

H. Y. LAUDERBACH'S CLASSICAL, SCIENTIFIC, AND COMMERCIAL ACADEMY, FOR BOYS AND YOUNG MEN, ASSEMBLY BUILDINGS, Entrance No. 108 S. TENTH Street.

This school presents the following advantages:—
Finely-ventilated class-rooms, with ceilings thirty feet in height, giving each pupil more than double the usual breathing space.
Wide, massive stairways, rendering accidents in assembling and dismissing almost impossible.
A corps of teachers every one of whom has had years of experience in the art of *imparting* knowledge and making study interesting, and, consequently, profitable.
A mode of teaching and discipline calculated to make school attractive, instead of burdensome, to the pupil—an indispensable requisite for complete success.
Applications received at the Academy from 10 A. M. to 5 P. M., daily, on and after August 23.
Catalogues containing full particulars and the names of many of our leading citizens, patrons of the institution, may be obtained at Mr. W. F. Warburton's, No. 430 Chesnut street, or by addressing the Principal, as above
H. Y. LAUDERBACH,
Late Principal of the Northwest Public Grammar School. 8 17 1m

FINANCIAL.

A RELIABLE HOME INVESTMENT.

THE FIRST MORTGAGE BONDS
OF THE
Wilmington and Reading Railroad,
BEARING INTEREST
At SEVEN PER CENT. in Currency

Payable April and October, free of STATE and UNITED STATES TAXES.

This road runs through a thickly populated and rich agricultural and manufacturing district.

For the present, we are offering a limited amount of the above Bonds at

85 Cents and Interest.

The connection of this road with the Pennsylvania and Reading Railroads insures it a large and remunerative trade. We recommend the bonds as the cheapest first class investment in the market.

WM. PAINTER & CO.,

BANKERS AND DEALERS IN GOVERNMENTS,

NO. 36 S. THIRD STREET,
6 4 3m PHILADELPHIA.

DE HAVEN & BRO.,

BANKERS

AND

Dealers in Government Securities,

UNION PACIFIC RAILROAD

First Mortgage Bonds,

Gold, Etc.,

No. 40 South THIRD Street,

6 11§ PHILADELPHIA.

E. K. JAMISON & CO.,

SUCCESSORS TO

P. F. KELLY & CO.,

Bankers and Dealers in

Gold, Silver, and Government Bonds,

AT CLOSEST MARKET RATES,

N. W. Corner THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 6 5 1y§ 31

GLENDINNING, DAVIS & CO.,

NO. 48 SOUTH THIRD STREET,

PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,

NO. 2 NASSAU STREET, NEW YORK

BANKERS AND BROKERS.

Direct telegraphic communication with the New York Stock Boards from the Philadelphia Office. [12 2§

SMITH, RANDOLPH & CO.,

BANKERS,

PHILADELPHIA AND NEW YORK.

DEALERS IN UNITED STATES BONDS, and MEMBERS OF STOCK AND GOLD EXCHANGE,
Receive Accounts of Banks and Bankers on Liberal Terms.
ISSUE BILLS OF EXCHANGE ON
C. J. HAMBRO & SON, London.
B. METZLER, S. SOHN & CO., Frankfort.
JAMES W. TUCKER & CO., Paris.
And Other Principal Cities, and Letters of Credit
1 2 tf Available Throughout Europe.

CITY WARRANTS

BOUGHT AND SOLD.

C. T. YERKES, Jr., & CO.,

NO. 20 SOUTH THIRD STREET,

2 4 PHILADELPHIA.

ELLIOTT & DUNN,

BANKERS,

NO. 109 SOUTH THIRD STREET,

PHILADELPHIA,

DRAW BILLS OF EXCHANGE ON THE UNION BANK OF LONDON.

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD, BILLS, Etc.

Receive MONEY ON DEPOSIT, allowing interest. Execute orders for Stocks in Philadelphia, New York, Boston, and Baltimore. 4 26§

P. S. PETERSON & CO.,

Stock and Exchange Brokers,

NO. 39 SOUTH THIRD STREET,

Members of the New York and Philadelphia Stock and Gold Boards.

STOCKS, BONDS, Etc., bought and sold on commission only at either city 1 26§

FINANCIAL.

E. W. CLARK & CO.,

BANKERS,

No. 35 South THIRD Street.

PHILADELPHIA.

DEALERS IN

Government Securities,

Stock, Gold and Note Brokers

Accounts of Banks, Firms, and Individuals received subject to check at sight.

INTEREST ALLOWED ON BALANCES.

GENERAL AGENTS

FOR

PENNSYLVANIA

AND

SOUTHERN NEW JERSEY

OF THE

NATIONAL LIFE INSURANCE CO.

OF THE

UNITED STATES OF AMERICA.

THE NATIONAL LIFE INSURANCE COMPANY of the United States of America, a corporation chartered by special Act of Congress, approved July 25, 1868, with a CASH CAPITAL OF $1,000,000, FULL PAID.

Liberal terms offered to Agents and Solicitors, who are invited to apply at our office.

Full particulars can be had on application at our office, located in the Drexel Building. Circulars and pamphlets, fully describing the advantages offered by the Company, may be had.

E. W. CLARK & CO.,

8 [illegible] No. 35 South THIRD Street.

A Seven Per Cent. Gold Loan

$6,500,000.

THE KANSAS PACIFIC RAILWAY, now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.

The loan has thirty years to run, principal and interest payable in gold, semi-annually, seven per cent.

The coupons will be payable semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.

Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,
No. 53 EXCHANGE PLACE, NEW YORK.
M. K. JESUP & CO.,
No. 12 PINE STREET, NEW YORK.

We are authorized to sell the bonds in Philadelphia, offer them as a reliable investment to our friends.

TOWNSEND WHELEN & CO.,
No. 309 WALNUT Street,
8 27 tuthf tf PHILADELPHIA.

BANKING HOUSE

OF

JAY COOKE & CO.,

Nos. 112 and 114 South THIRD Street.

PHILADELPHIA,

Dealers in all Government Securities.

Old 5-20s Wanted in Exchange for New.

A Liberal Difference allowed.

Compound Interest Notes Wanted.

Interest Allowed on Deposits.

COLLECTIONS MADE. STOCKS bought and sold on Commission.

Special business accommodations reserved for ladies.

We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our office. 7 1 3m

PENNSYLVANIA

AND

New York Canal and Railroad Co.'s

SEVEN PER CENT. BONDS.

GUARANTEED BY THE LEHIGH VALLEY RAILROAD COMPANY.

A LIMITED AMOUNT OF THESE BONDS

OFFERED AT

NINETY-ONE PER CENT.

The Canal of this Company is 105 miles long. Their Railroad of the same length is fast approaching completion, and being principally owned by the Lehigh Valley Railroad Company, will open in connection therewith an immense and profitable trade northward from the coal regions to Western and Southern New York and the Great Lakes.

Apply at Lehigh Valley Railroad Company's Office No. 303 WALNUT Street, Philadelphia. [3 2 1mrp

CHARLES C. LONGSTRETH,
Treasurer Lehigh Valley Railroad Company.

BOOTS AND SHOES.

FINE CUSTOM-MADE

BOOTS AND SHOES

FOR GENTLEMEN.

BARTLETT,

NO. 33 SOUTH SIXTH STREET,

10 16 fmw ABOVE CHESNUT.

A good fit may always be obtained.

PIANOS.

REMOVAL.—DUTTON'S PIANO ROOMS, CHICKERING GRAND, SQUARE AND UPRIGHT PIANOS, REMOVED TO Nos. 1126 and 1128 CHESNUT STREET. 8 9 1m WILLIAM H. DUTTON.

ALBRECHT, RIEKES & SCHMIDT, MANUFACTURERS OF FIRST-CLASS PIANO-FORTES. Full guarantee and moderate prices. 8 2 § WAREROOMS, No. 610 ARCH Street.

EMPIRE SLATE MANTEL WORKS.—J. B. KIMES, No. 2120 CHESNUT Street. 4 19rfmh

LITERATURE.

REVIEW OF NEW BOOKS.

THE MAN WHO LAUGHS. By Victor Hugo. Translated by William Young. Published by D. Appleton & Co. Philadelphia agent, D. Ashmead.

Victor Hugo's romance, remarkable in more ways than one, having run its course through the pages of *Appleton's Journal*, has doubtless, to the intense satisfaction of the publishers no less than the readers of that periodical, been completed, and is now issued in book form. It would be difficult to find a story more entirely unsuited in every way for the pages of a popular journal than this; and long before it came to an end the publishers found that they had a white elephant of the most unwieldy dimensions on their hands, that they could not get rid of. And yet this extraordinary novel is worthy of better treatment than it has received at the hands of Mr. Algernon Charles Swinburne, who, being a worshipper at the shrine of Hugo, has nothing but extravagant eulogy to bestow upon it, or from the majority of critics both in America and England, who have united to condemn it without stint. This, indeed, is scarcely to be wondered at, for the really grand outline and basis of the work is so overlaid by grotesque and most ludicrous absurdities that it is not easy to tell at first glance what the author is driving at. Victor Hugo is now an old man, and in "The Man who Laughs" the very worst faults and peculiarities of his grotesque and exaggerated style are intensified, while the leading idea is proportionably faint and feeble. The writer is evidently terribly in earnest, and in this, as in his other writings, he makes an appeal in behalf of suffering and oppressed humanity, the sincerity of which we cannot doubt. Unfortunately, the book is in much the same position as the hero. Its incoherent and distressful appeals seem like insane ravings, and the grotesque visage excites disdainful laughter and ridicule, which will not even give a hearing to the cause that is being pleaded. In his short prefatory note the author states that the true title of this book might have been "Aristocracy," and he announces it as the first of a trilogy, the second part of which will treat of Monarchy, and will probably attempt to give us a picture of France during the reign of Louis XV or that of Louis XIV. The third and concluding part will be called "Ninety-eight," and will treat of Revolution.

Victor Hugo has grasped the essentially true idea when he says that "the English patriciate is the patriciate in the true sense of the word. No feudality more illustrious, more terrible, and more full of life. * * * It is in England that this phenomenon, nobility, ought to be studied, just as it is in France that we ought to study this phenomenon, royalty." Assuming that the proper time to study the English aristocracy is in its decadence, M. Hugo has endeavored to give us a view of the workings of the English system during the reign of Queen Anne—"Brandy Nan," as she was irreverently termed, her favorite beverage, according to some authorities, being cherry-bounce. Now, there is probably no period of English history that is better defined or better understood than this, and it is scarcely conceivable that any educated man, in attempting to describe it, could possibly commit the blunders that turn every one of M. Hugo's pages into burlesque. From title-page to finis he shows an absolute ignorance of his subject; he knows nothing whatever of the laws, manners, customs, or people that he attempts to describe, and yet the whole story is a mass of minute details, which are related with a gravity and ingenuousness that are ludicrous in the extreme, as they indicate that the author has the most perfect confidence in himself and in the entire veracity of the information that he imparts. There is scarcely a work in literature, outside such productions as the "Arabian Nights" and "Gulliver's Travels," that is so charged with fantastic impossibilities. Indeed, the "Arabian Nights" seem to have given M. Hugo more than one hint, as in the description of Corleone Lodge in Book Seventh, which might readily pass for one of those stupendous palaces which the oriental story-tellers in some of the wildest flights of their imagination attribute to the supernatural powers of some afrite or genius. It is very certain that no such structure existed in England during the reign of Brandy Nan. If all these particulars had been made strictly subordinate, and the selection of a definite period of history been made a matter of strictly secondary importance, these inaccuracies would have been of comparatively little moment. But M. Hugo has deliberately undertaken to describe the social and political system of a certain nation at a certain and definite era: he has not only failed to do so, but he has deliberately made the situation something vastly different from what it really was, and consequently the local coloring of his fiction being all false and discordant, there are comparatively few readers who will care to study the work for the sake of what is really good and great in it.

To estimate the real value of "The Man Who Laughs," it will be necessary to forget Queen Anne and English history, and to read it as if we knew nothing of either—to read it as a Frenchman would who knows as little about the period as M. Hugo does. The book will then be removed out of the realms of absolute fact, and it will represent certain ideas and principles that are true and noble, just as the form in which they are presented is false and ridiculous.

M. Hugo represents, in the person of his hero, the common clay of humanity engaged in a conflict with the world, the flesh, and the devil. In illustrating his theme he hesitates at nothing, and certain portions of his work are, according to Anglo-Saxon ideas on such subjects, grossly and unnecessarily indecent. It is proper to say, however, that the offensive passages have been judiciously toned down in the translation, so that it effectually balks prurient curiosity; still the work is not one exactly adapted for family reading or Sunday School libraries. Thoughtful and intelligent men, however, who can appreciate real earnestness of purpose and real genius, in spite of its vagaries and extravagances, may read this tragedy with pleasure and profit; for underneath all the absurdities of the book, the idea of a man with a grin on his face, an undefined misery at his heart, trodden under foot by a great, false system, only half understanding his own wrongs, and troubled to know why those evils which nature certainly had not ordered should exist at all, is sufficiently distinct. All the characters in the book are embodiments of abstract ideas, rather than real personages, and they are all more or less sketchy and indefinite. At the same time they are masterly sketches, and the portrait of the "Duchess Josaine" is a fine and subtle creation of genius, beside which the others appear commonplace.

This is a work that is not to be read for its plot or its historical facts, and the reader who is capable of appreciating it at all will readily forgive the irregularities of the author for the sake of the real grandeur with which he has invested the essential features of his subject. In every chapter there are eloquent and powerful passages, which are equal to anything that Victor Hugo has written in his best days; and even his errors, growing, as they do, out of his intense hatred of oppression and wrong, are entitled to the respectful consideration of those who, like him, look forward to the day when all men shall be free and equal, and when legalized wrong and oppression will be done away with on the earth forever. M. Hugo delivers a genuine sword thrust when he says with bitter irony, "The English address God as *my lord*." This will be appreciated by any one who is at all acquainted with English history, or who understand English society. It is easy to laugh at his cant talk about the "infinite," and at what appears like an affectation of sentiment, but the sincerity of his convictions and the honesty of his intentions cannot be disputed, and they entitle him to a respectful hearing. In spite of errors of fact and faults of style, "The Man Who Laughs" is a great work, and it will be appreciated as such by discriminating readers who care more for substance than they do for form.

—From Claxton, Remsen & Haffelfinger we have received "Protestant Gems of the Prayer Book," by Rev. J. Pleasonton Du Hamel. This is a series of short commentaries on passages from the "Book of Common Prayer," designed to set forth its Protestant teachings in a clear and explicit manner. It is printed and bound in a neat and attractive style, and it may be perused with interest and profit by others than the members of the Episcopal Church, for whose edification it is particularly designed.

—From Turner Brothers & Co. we have received *Appleton's Journal* for September 4, which contains the last installment of Victor Hugo's romance. The illustrations in this number are much better than usual; the frontispiece, in particular, entitled "Waiting," from a picture by Auguste Toulmouche, is a gem in its way. The same house sends us *Our Boys' and Girls' Magazine* for September 4, and a lithographic portrait of Samuel Hahnemann, the founder of homœopathy.

EASTERN PRODIGIES.

From All the Year Round.

Of one Eastern city, in which I lived for some time, the Turks told me that at the creation of the world Allah provided three sacksful or bags of lies, and that he appropriated two of the three to that particular place, and one to all the rest of the world. I had strong reason to believe this legend.

What the Mussulmen want in inventive power, they make up for in capacity of belief. Numerous are the cities on the surface, more numerous still (according to them) are the cities beneath. The precise situation of most of these is unknown, but in one case it is known, and the entrance to it is visible; I have seen it, in fact.

This entrance is in the face of a mountain not many miles from the city of Ephesus. It is a flat niche, which looked to me as if some one had begun a small tunnel or driftway, and then stopped. No doubt I must be wrong. If we could get the key of the door, (and that is perhaps in the keeping of some African magician), we should find it readily swing on its hinges, and the population would stream forth. Their carriages and horses, however, they could not possibly bring with them, for the door (granting an invisible door) is too low. There, within that mountain, is a vast people in a large city, with all the establishments needful for such a concourse. They are within a few feet of us. I wonder how their streets and palaces are lighted? I have been over that mountain range, but I never could find a clue to this mystery.

It is enchanted ground, however. I remember once passing there on horseback; none but my own party in sight. High above in the air, we heard the ringing of bells and of cathedral chimes, like some carillon of Flanders! It came from no fixed station; but floated up and down in the air above us. There, we clearly heard it, awakening old thoughts of our Western cities, when on Sunday or holiday, or in the summer evening, the bells cheerily rang forth from the spires. I could see no more; but I have little doubt that this sound from the subterranean city was an echo of the bells of strings of camels moving in the distance.

The city is closed: but it may yet give forth its men. In holy Ephesus, near by, did not the seven sleepers take shelter in a cave, and did they not there remain for one hundred years, when they and their dog came out, and hardly found the way to their own neighborhood, when, what they thought had been the hurried sleep of a night, had been the long epoch of revolutions in religion, and in the State? The street boys, who mocked at them, were their great grandchildren. Old men, to whom they appealed for information and protection, were their own grandsons. Their beards had turned grey, and their dog had become decrepit; as well he might at a time of life unknown to dogs before. The citizens of Ephesus could be little surprised to see men of past ages reappear, and treated them with honor; but the sleepers found none whom they knew, of wives, or infants, late or early friends. The seven sleepers went into a convent with their dog, and, after a further lease of mortal life, were buried in holiness in their own cave, in truthful commemoration of the event.

I heard of two aged men near Mecca, who were known to many Moslem pilgrims as being six hundred years old or more. Our own grandfathers lived when George the Third was king, not a hundred years ago; but one of these sheikhs might have seen a sheikh who by like communication would have learned from an eye-witness the events of two thousand years ago, when the memory of Alexander still was young, and before Julius fought for the empire of the East.

The British Association at its last meeting reduced by five thousand years the age of the Wellingtonia gigantea, and unlucky inquiries have also brought down the ages of the sheikhs. Those who had not been on the pilgrimage fixed them at six hundred or eight hundred years; those who had been part of the way said four hundred; I was afraid to inquire nearer lest the old men should be reduced to boys, and I should lose the pleasure of the marvel.

I was told, however, by a learned Turk, that the truth of the matter was that a sheikh taking possession of the tent or abode of a famous sheikh, is known by that name, and that the ignorant multitude see in the perpetual succession of men of like name only one long-lived individual.

Often have aged and bowed men been pointed out to me as a hundred and fifty years old; but I could never get such an age proved. A Turk can always gain a few years in age by the shortness of the Turkish year.

A Turkish friend who had been in Roumelia told me that at a great fair in the Adrianople district he had seen an old Greek woman sitting at the foot of a tree selling wares; her age, she said, was a hundred and fifty; but she pointed out her mother and grandmother, and said that her great-grandmother was at home in the village, being now too infirm to attend the fair. The old women got much custom, including some from my friend, but he did not go to the village to see the eldest of the family.

People so gifted as to tenure of life are likewise privileged as to other faculties, ubiquity not excepted. There is now, or was lately, an imam in the city of Diarbekir, who on the same day, and within an hour's time, preached in the great mosques of Diarbekir and Aleppo, two or three hundred miles apart. This was attested by merchants and others, who had known him in both places. He likewise preached simultaneously in the cities of Mosul and Diarbekir.

An African friend—who made arithmetical mistakes in many matters of mine—told me some singular tales. He informed me of men and women in his part of the world who had three eyes each; and of another population having, besides the front eyes, two behind, and a tail. These gentry were cannibals. The people were named Nya Nyas, and they had teeth filed in a saw shape, and there were Nya Nyas in Turkey.

At Constantinople, in Santa Sophia, Mahomet Ghazi, the conqueror, rode on horseback to the altar, and devoted it, by the recital of the consecrated formula, to the worship of the one God of the Osmanli. The bishop who was officiating stepped into the wall, gospel in hand, and has been waiting with mitre and crozier in the wall four hundred years for the return of the Byzantine empire.

Alas! the Ottomans have prophets too; they came to Byzantium under holy guidance. Eyoob or Job, a follower of the prophet, himself led the first attack on those triple walls, and falling, left his body and the prophecy of the apostle, as a pledge to those who were to achieve success. By a vision granted to a holy man, all this was revealed to Mahomet, and little reck he and his successors of the bishop of the idolators. The tomb of Eyoob, surrounded by the many sepulchres of sultans and warriors, stands on its holy ground, a monument to them of divine assurance.

But for their enemies, the bishop is not the only the testimony. In the monastery of Balukli, outside the doomed walls, at the moment when the last of the Constantines died like a warrior on a mountain of slain, the monks of Balukli were frying fish. And the fish, more sensible to the events of this world than the monks, jumped off the gridiron into a sacred tank, where they still live to commemorate the dread event, and keep up hope in faithful Greeks. There they may be seen on their yearly festival; and I have seen them at other times by the offering of a silver coin. They still bear the stripes of the gridiron, as any one can witness. If a few fish can live for four hundred years, why should not the sheikhs near Mecca live twice that time?

Though the underground people are hidden, their treasures are sometimes found. Treasure-finding is a recognised way of attaining to fortune. Just as every poor family in England thinks an unknown uncle may bring them sudden wealth from India, so the native, nay, the European resident, in Turkey, never knows but in his very garden the tent of some Lydian king may give way to the mattock, and deliver up its wealth of gold and jewels. Silver is seldom expected, for it is better to have gold and jewels. According to received notions, but unrecorded by history, the old kings of these countries had the peculiarity of burying with them immense masses of treasure, jars upon jars of gold. Why they did it, reason saith not; but who knows who may have the luck to find the store?

There are tales enough of these discovered hoards received as profound truth. I have seen the spots where the tombs were rifled, and I have heard the names of the finders. I know a beautiful pass, with clumps of poplars and planes, called the Kavakli Dere, or Poplar Dale, where a Hollander, in the last century, is recorded by the universal popular voice to have discovered a tomb and treasure. He went back to the city, and, taking a negro slave as an assistant, gradually and steadily carried off the enormous prize. This he smuggled on board the fleet in the bay, and, lest the secret should leak out, he poisoned the black before sailing; yet the full and authentic particulars seem to be just as well known as if the dead negro had revealed them. Perhaps he did, for there is no want of ghosts in the East. There was one in a well near my house that rarely troubled the neighborhood.

Treasure adventures are not of the past only. I have been asked to join in more than one. It is always necessary to begin by buying the piece of ground in which the treasure is. I have lost more than one certain fortune by neglecting this preliminary step. One chance I lost was very strong. The lucky discoverer had made a midnight venture on the ground, had opened a jar, and had handled costly jewels. Fearful of being discovered he put them back again, and came post haste to me next morning for fifty pounds as an instalment on the land, and to get the jewels out. He did not get the fifty pounds from me, nor, I fear, from any one else; for he died some years afterwards without bequeathing gold, silver, or diamonds to his heirs. The secret died with him.

One is not limited to gold. Luck may turn up in other ways. Statues are very good; for a small investment you may come upon a find like a Ballarat nugget; a thousand or two thousand pounds being a small sum for an English lord to pay for a statue. In my time the finds have been few, and of limited value; though fragments are being continually turned up. One man told me he had found, in a villa in the interior, twelve statues as good as the Apollo Belvidere, and he offered me half a share of the find, on payment of a few hundred pounds down. If any statues were found, I believe they were garden images. A Turkish proprietor told me I might dig for statues or bas-reliefs on many parts of his property; and I believe him, for he was owner of the site of a city as large as Bristol or Norwich. It was, however, an inconvenient spot to transport heavy marbles from; and when it was not covered with the winter floods, it was poisonous with malaria. Such are the drawbacks, where there are real chances!

Visions beset the Levantine of cities in the interior, desolate, but with temples perfect and statuary standing. Some will tell you that they have found such places, when driven by brigands off the beaten route; cities unmarked on the maps and unnamed by the ancient geographers and historians. They could not stay, and have wished to return; but years have passed away, and their business has not yet permitted. The columns they saw were as polished as when new, and gleaming in snowy white brightness. Tombs are ever and anon said to be opened, in which lamps were found burning, which only went out when the fresh air entered. By the last flicker of such a lamp, the king whose body the light watched, visibly faded from his life-like color, and his solid flesh and embroidered robes fell to dust.

All is fleeting, and all may perish. How sweet is the small valley, with its vines and figs and olives, its orange and citron trees yet scenting the air, its gardened houses, its lanes and hedgerows, the trickling stream and flowering shrubs! How charming yonder street—the palace, gaily painted, as a picture by itself; the free fountain next its gate speaks of the bounty of its founders, mindful of the future; the coffee-house gives shelter in its shady balcony, to the reposing guests! All is calm; with just so much air as cools and mellows the sunshine, and leaves us to enjoy its brilliancy unwearied; yet in one moment shall all this, and all who live in it, be shaken to death and ruin; one second more of the frequent earthquake, one further strain of power, and even the fallen ruins are engulfed, the seawave rolls over the spot, and black floods burst forth from the chasms in the soil.

There was one spot I often passed before I knew its story. A cathedral with jingling bells sent up a huge tower aloft, and around its precincts quiet monks filled the numerous chambers. The shops had their busy occupants, and climbing vines made canopies over the narrow ways; many a traveller has marked the scene. One day, while I rested in a counting-house near there, an aged merchant told me how, in the great earthquake, his family had occupied the house at the corner of the cathedral yard. There they took refuge, and after the first shocks, sought repose. His father, then a baby, lay on a mattress by a servant. Suddenly the ground opened, drawing in four men who lay next to him, and, closing again, entombed them for ever. I seldom traversed the marble pavement but I thought what if the earth should yawn again, as of yore!

In merely worldly things none know what eyes behold them, even in the open streets. Those veiled Turkish women wander about observant of all, and known to none. Yon lady in a dove-colored ferijee, whom you cannot distinguish, is perhaps a bosom confidante of your own wife. That coarse native woman in crinoline, the suspicious Greek may fear to be the governor-general in person, disguised, watching evil-doers. He who ventures forth at night does so at the risk of encountering Haroun Alraschid and his attendant, Mesrour; and if he stop at home they may be listening under his windows. An Armenian may be scared to death by an unknown soap-vendor, who follows him about, pressing soap and conversation on him, and whom he believes to be the Sultan Caliph of Islam so arrayed, or the Grand Vizier.

What seems and is not, or what is, who knows—in the East? Philosophy and theology flourish on the borders between the real and the imaginary. The power of magic comes to relieve unsettled minds and to reassure the vulgar, who are more numerous than the select, if there be any select, who believe not in magic and its kindred sciences. Islam could not conquer magic: it only consecrated its power and furnished it with new means of incantation. The magi of the East are defunct, but the magician of Africa, the Moor, the Maghreli, rules with traditional might, adapts the science, and weaves the cuneiform characters of Babylon into his weird alphabet. All Islam confirms the power of magic. What the magician does to find stolen napkins or bring back lost lovers, the dervish acknowledges as potent to expel disease and restore life. The great name of God may be written in wondrous shapes. Here, such an emblem protects a house from fire; there in a tablet it shields the tailor from the temptations of dishonesty. It is over the doorway of the mosque and the shop of the magician. The magician is not now so favored as of old, but his shop is sometimes to be seen, with specimens in the windows of white and holy charms, horoscopes, tables of magic letters and magic squares, ineffable names. I remember one fellow's shop, and he had a talking parrot hanging over the door. An incredulous passenger remarked to me that the parrot was cleverer than the magician; but the magician drove an excellent trade.

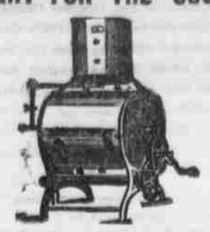
In warding off evil, securing fickle love, promising children, curing sickness, and discovering theft, the talisman-dealer, the magician, and the astrologer yet thrive throughout the East. The gipsy is a missionary to be found in every house. There is nothing too impossible for credulity. A modern conjuror drew five francs a head from a large community by sending round his carte-de-visite, representing him with his head at his feet. An intelligent audience of educated persons was highly indignant that this part of the performance did not come off.

One marvel I have read in a veracious book, to wit, that the heads of beheaded ladies and slaves are to be seen floating down the Bosphorus in hampers daily, wherefore people are not allowed to catch fish, and are afraid to eat fish. I have eaten fish and seen hampers, but I never had the good luck to see a hamper of ladies' heads, or to meet with any one who had. One head would raise a mob of the women of Constantinople.

—Rev. Charles Godfrey, Methodist, of Lafayette, Ind., recently denounced the Republican party in the pulpit because it had not appointed more Methodists to office. He was severe on Mr. Lincoln for removing a man from office because he was a Methodist.

—The Springfield *Republican* says:—"About the busiest traveler that we know of during this dog-day weather is the 'interviewing' reporter of the New York *Sun*. No sooner had this attache of that luminary written out the notes of his conversation with John Quincy Adams at Boston, than he hied away to Ohio, and now offers us a mental photograph of the great Pendleton."

GAS LIGHT FOR THE COUNTRY.



SAFE, RELIABLE, AND ECONOMICAL.

PLACED OUTSIDE OF BUILDINGS!!

FERRIS & CO.'S

AUTOMATIC GAS MACHINES

Have been in successful operation for eleven years, and in all cases given perfect satisfaction. The light is much superior to that of city gas, at much less cost. The many accidents arising from the use of KEROSENE and COAL OIL LAMPS and worthless gas machines should induce persons to adopt a safe, economical, and satisfactory light. The simplicity of our machine, its slow motion, its superiority over all others on account of its REVOLVING evaporator, which takes up all the carbon from the material, and the fact that it will run for years without cost for repairs, recommend it above all others in the market. The machine can be seen in operation at our Office, where explanations and references will be given.

FERRIS & CO.,
6 1mths 3mos] No. 327 CHESNUT Street, Philada.
Best quality of GASOLINE always on hand.

BLANK BOOKS.

BLANK BOOKS.

The Largest Stock and Greatest Variety
OF
FULL AND HALF-BOUND
BLANK BOOKS,
MEMORANDUM, PASS,
COPY-BOOKS, ETC. ETC.
To be found in this city, is at the
OLD ESTABLISHED
Blank Book Manufactory
OF
JAS. B. SMITH & CO.,
No. 27 South SEVENTH St.,
6 18 thstu3m PHILADELPHIA.
OFFICE AND SALESROOM, FIRST FLOOR; WAREROOMS, UP STAIRS.

WINDOW SCREEN.

A GOOD THING.

IMPORTANT TO HOUSEKEEPERS
HOTELS, BANKS, OFFICES, ETC.
The Patent Adjustable Window Screen
WILL FIT ANY WINDOW,
Give ventilation and light, screen from view, and exclude
FLIES, MOSQUITOES,
AND OTHER INSECTS.
For sale by Dealers in House-furnishing Goods.
THE ADJUSTABLE WINDOW SCREEN COMPANY,
SOLE MANUFACTURERS,
6 12 stuth3m No. 623 MARKET St., Philadelphia.

CARRIAGES.

GARDNER & FLEMING,
CARRIAGE BUILDERS,
No. 214 South FIFTH Street,
BELOW WALNUT,
A Large Assortment of New and Second-hand
CARRIAGES,
INCLUDING
Rockaways, Phætons, Jenny Linds, Buggies
Depot Wagons, Etc. Etc., [3 23 tuths
For Sale at Reduced Prices.

HOSIERY GOODS.

J. WILLIAM HOFMANN,
No. 9 N. EIGHTH Street, Philadelphia,
Dealer in Hosiery Goods,
Offers for sale a large assortment of Hosiery, for Ladies', Gents', an Children's wear; Socks, three-quarter Socks, and Long Hose, of English and German manufacture.

UNDERWEAR

Of Cartwright & Warner's manufacture, acknowledged to be the bes imported.
Also, the Norfolk and New Brunswick, acknowledged to be the bes of American Goods.
These Goods in all sizes, for 4 7 wsly
Spring and Summer Wear.

PATENTS.

PATENT OFFICES,
N. W. Corner FOURTH and CHESNUT,
(Entrance on FOURTH street).
FRANCIS D. PASTORIUS,
SOLICITOR OF PATENTS.
Patents procured for inventions in the United States and Foreign Countries, and all business relating to the same promptly transacted. Call or send for circulars on Patents.
Open till 9 o'clock every evening. 3 6 smths

PATENT OFFICES,
N. W. Corner FOURTH and WALNUT,
PHILADELPHIA.
FEES LESS THAN ANY OTHER RELIABLE AGENCY.
Send for pamphlet on Patents.
3 4 thstu5 CHARLES H. EVANS.

WIRE WORK.

GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehouse windows, for churches and cellar windows.
IRON and WIRE RAILINGS, for balconies, offices cemetery and garden fences.
Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness and work guaranteed.
ROBERT WOOD & CO.,
7 3 stuthsm No. 1136 RIDGE Avenue Phila

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN—Inman Line of Mail Steamers are appointed to sail as follows:—
City of Paris, Saturday, August 28, at 10 A. M.
City of Brooklyn, Saturday, September 4, at 1 P. M.
City of Baltimore, via Halifax, Tuesday, Sept. 7, at 1 P. M.
And each succeeding Saturday and alternate Tuesday from Pier 45, North River.
RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold. Payable in Currency.
FIRST CABIN.....$100 | STEERAGE.....$
To London..... 105 | To London.....
To Paris..... 115 | To Paris.....
PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.
FIRST CABIN. STEERAGE.
Payable in Gold. Payable in Currency.
Liverpool.....$80 | Liverpool.....$
Halifax..... 20 | Halifax.....
St. John's, N. F..... 45 | St. John's, N. F.....
by Branch Steamer. | by Branch Steamer.
Passengers forwarded to Havre, Hamburg, Bremen, etc. at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the Company's Office,
JOHN G. DALE, Agent, No. 15 BROADWAY, N. Y.
or to O'DONNELL & FAULK, Agents,
4 6 No. 411 CHESNUT Street, Philadelphia.

CHARLESTON, S. C.

THE SOUTH AND SOUTHWEST.
FAST FREIGHT LINE
EVERY THURSDAY.
The Steamships PROMETHEUS, Captain Gray, and J. W. EVERMAN, Captain Hinckley,
WILL FORM A REGULAR WEEKLY LINE.
The steamship PROMETHEUS will sail on THURSDAY, August 26, at 4 P. M.
Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest.
Insurance at lowest rates. Rates of freight as low as by any other route. For freight, apply to
E. A. SOUDER & CO.,
2 22tf DOCK STREET WHARF.

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS
BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE.
First Cabin.....$140 | Second Cabin.....$
TO PARIS,
(Including railway tickets, furnished on board.)
First Cabin.....$146 | Second Cabin.....$
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.
GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia, apply at Adams' Express Company, to
H. L. LEAF,
1 27 No. 320 CHESNUT Street.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
EVERY SATURDAY.
At noon, from FIRST WHARF above MARKET Street.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense of transfer.
Steamships insured at the lowest rates.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 12

LORILLARD'S STEAMSHIP LINE FOR
NEW YORK.
Sailing on Tuesdays, Thursdays, and Saturdays.
REDUCTION OF RATES.
Freight by this line taken at 12 cents per 100 pounds, 8 cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.
JOHN F. OHL,
2 26] Pier 19 North Wharves.
N. B. Extra rates on small packages iron, metal, etc.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
RYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

NOTICE.—FOR NEW YORK, VIA DELAWARE AND RARITAN CANAL.
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market street, Philadelphia, and foot of Wall street, New York.
Goods forwarded by all the lines running out of New York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia.
JAMES HAND, Agent,
5 26 No. 119 WALL Street, New York

NOTICE.—FOR NEW YORK, VIA Delaware and Raritan Canal, SWIFTSURE TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.
The business by these lines will be resumed on and after the 8th of March. For freights, which will be taken on accommodating terms, apply to
W. M. BAIRD & CO.,
3 25 No. 132 South Wharves.

PROPOSALS.

OFFICE OF THE COMMISSIONERS OF THE SINKING FUND.
TREASURY DEPARTMENT OF PENNSYLVANIA,
HARRISBURG, August 20, 1869.
Sealed bids will be received for the redemption of ONE MILLION DOLLARS of the loan of the Commonwealth of Pennsylvania, due July 1, 1870, until 12 o'clock M., October 1, 1869. Communications to be addressed to R. W. MACKEY, Esq., State Treasurer, Harrisburg, Pennsylvania, and endorsed Bid for Redemption of State Loan.
F. JORDAN,
Secretary of State.
J. F. HARTRANFT,
Auditor-General.
R. W. MACKEY,
State Treasurer.
Commissioners of the Sinking Fund.
N. B.—No newspaper publishing the above without authority will receive pay therefor. 8 23 1m

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.
N. E Corner FOURTH and RACE Sts.
PHILADELPHIA.
WHOLESALE DRUGGISTS
Importers and Manufacturers of
White Lead and Colored Paints, Putty, Varnishes, Etc.
AGENTS FOR THE CELEBRATED
FRENCH ZINC PAINTS.
Dealers and consumers supplied at lowest prices for cash. 12 45

GROCERIES AND PROVISIONS.

MICHAEL MEAGHER & CO.
No. 223 South SIXTEENTH Street,
Wholesale and Retail Dealers in
PROVISIONS,
OYSTERS, AND SAND CLAMS,
FOR FAMILY USE.
TERRAPINS $18 PER DOZEN. 2 15

NORNY'S TASTELESS
Fruit Preserving Powder,
Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight. Price, 50 cents a package. Sold by the grocers.
ZANE, NORNY & CO., Proprietors.
5 29 4m No. 136 North SECOND St., Philada.

THE MORMON FERMENTATION.

Joseph F. Smith Proves His Uncle and Father Liars—The Old Mormons Polygamists—The Soul of Emma Smith Reeking with Blood—The Schisms in the Mormon Church.

The Corinne (Utah) *Reporter* has further accounts of the difficulty in the Mormon camp. A meeting was held in Salt Lake City on Aug. 8. We give a portion of the account of the meeting:—

"Brother Coray then gave way for the regular speaker, Joseph F. Smith. He is my favorite among the preachers; but I never remember seeing him so excited and nervous as he was on this occasion, and well he might be, for the case was one to try the son of Hyrum Smith, the nephew of Joseph, and the cousin of young David. He had a heavy task to perform. Be it remembered that the date of this pretended revelation in favor of polygamy is as early as July 12, 1843, but that it was never published until September, 1852; that in February, 1844, Joseph and Hyrum Smith published a card in the *Times and Seasons*, at Nauvoo, denying that they ever received any such revelation; that in April, 1844, Hyrum Smith made an address to the elders starting on a mission, in which he emphatically denied the doctrine and forbade their preaching it; that about the same time he wrote a letter to the mission in Lapeer county, Michigan, again denying that such was a doctrine of the Church, and that all these things were published in the Church paper, and are not denied by the Brighamites; and it will be plain that if the latter prove polygamy did then exist, they only prove Joseph and Hyrum to be most inveterate liars.

"These denials have been made much of by the sons of Joseph, and in view of these facts, in presence of a large and excited audience, Joseph F. stood up to prove his own father a liar! And I must add that he succeeded in doing it. He began by announcing that many would run after the young Smiths simply because they were the sons of Joseph, who would treat with contempt any other person who preached the same doctrine. In view of this fact, it has been determined to hold a series of meetings in this and other wards, to answer the statement of David Hyrum, and before they were through the Brighamites purposed to present testimony to convince any honorable man who heard it and damn any one who rejected it.

"He stated that he had in his possession, and would present the affidavits of twelve women, now living, that they were the spiritual wives of Joseph Smith, and so continued to the time of his death; that he had the evidence of hundreds of men who had been taught the doctrine of Joseph and Hyrum, and that he knew to a certainty that his father Hyrum Smith had two other women while his mother was still alive. This seemed proof enough, but Joseph F. was powerfully wrought up, as well as the audience, and he went on at some length in an interesting account of affairs at Nauvoo. 'I cannot,' he said, 'help the position this places my father and Joseph in as to their denials. I only know these facts. But everybody knows the people were then not prepared for these things, and it was necessary to be cautious. They were in the midst of their enemies, and in a State where this doctrine would have sent them to the penitentiary. The brethren were not free as they are here; the devil was raging about Nauvoo, and there were the traitors on every hand; yes, right in their councils, the right-hand man of the prophet, one Marks, was a traitor of the blackest dye. And when Joseph and Hyrum left Nauvoo, while the mob was after them, and crossed into Iowa, intending to come to the Rocky Mountains and pick out a refuge for the people, as hundreds of persons now in this city knew their intention was, that man Marks and Emma Smith joined in writing them a letter, in which they called them cowards, unfaithful shepherds, who had left the sheep in danger and fled. And when Joseph read that letter his great heart was overcome, and he said:—"If that is all my best friends care for my life, then I don't care for it;" and he and Hyrum came back and gave themselves up, and were taken to Carthage and murdered. And the blame rests upon that woman, their mother, Emma Smith. This is hard, but I want these men to know that if they came here to raise their party we will give them facts, and some of these facts will cut; and if they don't want them told let them go away and keep their mouths shut. And I say in plain fact, that the blood of Joseph and Hyrum is upon the souls of Marks and Emma Smith, and there it will remain until burned out by the fires of hell!'

"By this time the excitement of the audience was intense, and the suppressed breathing of the audience showed how deeply they were wrought upon by this recital. He continued his recital of facts in a very effective manner, and succeeded in making the occasion one of great interest to me from its historical value. No people talk so earnestly of 'one true Church' as the Mormons, and no people are so divided in so short a time. The original Mormon Church has, from time to time, split into twenty-four sects, of which about half a dozen survive. When they left Nauvoo, about 20,000 followed 'the Twelve,' and afterwards united under Brigham; Sidney Rigdon led a large party of the most wealthy to Amity, Pennsylvania, where he still resides, while his church has vanished; Strang took a still larger body to Wisconsin; White led a colony to Texas; the Cutlerites went somewhere else, while those who went with Sam Brannan to San Francisco mostly apostatized or went crazy, the only alternative left.

"The interest awakened by this late movement here is wonderful; the mass of the Mormons are fully impressed with the idea that they are on the eve of a great change; and many of them begin to have visions and dreams presaging something grandly mysterious, though they hardly know as yet what it is. It has been a settled point in the Mormon creed for years that there must be a great split in the Church before the final gathering, and the impression is general here that this is the 'big split.'

"After all the rubbish is cleared away, the road will be open for the faithful to go back to Jackson county, Mo., where all the Saints will gather, with the property of the Gentiles who have been destroyed; the surviving Gentiles will be servants and their wives concubines to the faithful, while the latter will be bully boys and their goose will hang high in New Jerusalem. And can the human mind be made to believe such stuff! If you doubt it, come and talk with a few of these lop-eared Welsh and Danes, who are already rejoicing in anticipation of the day when such as we shall black their boots, and our most refined ladies shall be subjected to their lascivious passions. This is Mormonism as a religion, when stripped of a few flowers of poesy thrown over it by Parley B. Pratt and others."

Boys as Savages.

From the London Saturday Review.

Of all human beings the boy and the red man are the only two to whom cruelty *per se* is a pleasure. With some others the infliction of pain may be to some extent an element in the pleasure derived from a sport, but with the boy and the red man it is a sport in itself. All experienced travellers are agreed as regards the one, and as to the other, to quote the words of Mr. Lecky in his "History of Morals," "few persons who have watched the habits of boys would question that to take pleasure in giving at least some degree of pain is sufficiently common." Nevertheless, in the one case as in the other, society has always indulged in a deceptive sentimentalism. We hear people talk of the fine, free, generous nature of boys, just as we hear them talk of the noble red man of the forest, the noble savage, the gentleman of nature, etc., when they really mean a greasy, whooping, screeching, tomahawking savage. In the second place, the boy and the red man are the only two varieties of the human animal that evince an implacable enmity to civilization, and upon whose natures it fails to exercise any influence for good. The difference in this respect is merely one of opportunity and circumstance. The Indian has comparatively few chances of declaring his sentiments. The utmost he can do is to massacre a family of settlers now and then, or, just at present, tear up a piece of Pacific Railway, and scalp a few station-masters and stokers. The boy, on the other hand, has a much wider range of opportunities, but he is unable to make use of them in the same complete and satisfactory manner. Society is rather too strong for him, and the expression of his feelings, though varied in kind, is limited in degree.

In studying any animal we must of course take that variety which on the whole appears to be most typical and least affected by disturbing influences. It would be idle to expect sound deductions as to the nature of the ox from an examination of a stall-fed short-horn, or of the dog from an inquiry into the habits of a puppet-show "Toby." So for purposes of boy-study we must not select a specimen cowed, subdued, stiffened, and made unnaturally gentleman-like under the system of a Dr. Blimber, but rather go to some breed less widely removed from the natural animal, such as, for instance, that which a penny-a-liner, with his usual flowery infelicity, insists upon calling the "street Arab"—the most monstrous, perhaps, even of his misnomers, for if there is a being in every respect the opposite of the grave, decorous, reverential Arab, it is the boy of the streets. No one who has observed *him* with any degree of attention can doubt that warfare against society is what he lives for, or that if he had only the power, any member of society, say a policeman, would fare just as badly in his hands as a stray Salt Lake emigrant in those of a war party of Arrapahoes. The policeman, to be sure, is an extreme case; for, besides the natural hatred due to him as an adult and a member of society, he is odious to the street-boy from the nature of his duties. He is hated not only as a man, but as a policeman, for it is always his unfortunate fuction to stand between the boy and his dearest pleasures. Whenever there is a fire, or a fight, or an upset, or a run-over, or any other opportunity for the contemplation of suffering or loss to the sons of men, just as the boy is at the very height of his enjoyment the policeman is sure to appear, drive him back, and interpose a form aggravatingly bulky and opaque between him and the sight which was affording him unmixed gratification. This conduct is especially irritating at a fire, for it may be observed that boys always take a peculiar interest in a fire. They have somehow got into a way of regarding it as something specially got up for their entertainment, and, indeed, of all ordinary disasters there is none so well calculated to afford them thorough satisfaction. There is, at the very least, the destruction of property to be witnessed, which is always delightful. If it should luckily happen to be in a dwelling-house, there is the additional pleasure derived from the terror and confusion of the inmates, and the chance of the sublime treat of seeing them carried out more or less scorched, and wrapped up in blankets, not to speak of the possibility of some one being entirely roasted. From this paradise of delights at the policeman's bidding the boy has to "stand back," and sometimes so far that he can only hear the distant sob of the laboring engine; and at the supreme moment, when the roof falls in, he is left to his own imagination to estimate the amount of damage done, and the probabilities of life lost. Consequently there are few spectacles so soothing to the boy-mind as that of a policeman in difficulty, and for this reason boys may be always observed to muster strong in the neighborhood of police-stations for the sake of seeing the force involved in taking charge of troublesome cases of intoxication. An elderly lady on her way to the station, while suffering under that form of inebriety which makes the patient lie down and kick every dozen yards, and between halts bite and scratch the officer, is a sight particularly refreshing to the boy, presenting, as it does, two beings with whom he is at feud under humiliating and uncomfortable circumstances. For if the boy hates the policeman he hates lovely woman too; and it must be confessed that in this case also he has some reason for the antipathy, because unquestionably lovely woman hates him. The affection of mother and son apart—which is purely a matter of instinct, a merely animal attachment—no woman ever yet was fond of boys. There is a natural antagonism between them. Women are conservative by temperament; boys are naturally revolutionary. Women are lovers of order: disorder in all its forms is what boys love. All the feelings that are strongest in women, reverence, pity, tenderness, sympathy with suffering, are in boys "conspicuous by their absence." Naturally, therefore, there is no love lost on either side. Lovely woman in distress excites in the boy's mind emotions the very opposite of those with which the late Mr. T. P. Cooke used to boast himself inspired; and she on her part is at no pains to conceal the fact that she considers him an imp, an aggravating toad, and a young monkey. She loses no opportunity of impressing upon him that he is an inferior being, and possibly the natural misanthropy of boys is occasionally intensified by the depressing theories as to their own physical constitution imbibed while still under female domination. From woman's lips they learn that

> Snips and snails and puppy-dogs' tails—
> That's what little boys are made of;

while, with a perhaps pardonable partiality to her own sex, she declares that

> Sugar and spice and all that's nice—
> That's what little *girls* are made of.

PHILADELPHIA RASPBERRY, JUCUNDA, Agriculturist, and other Strawberry; Lawton Blackberry Plants; Hartford, Concord, and other Grape Vines. For sale by S. & C. K. FLETCHER, Delanco, N. J.

RAILROAD LINES

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains will leave Depot corner Broad street and Washington avenue as follows:—

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12:00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:30 and 8:10 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7:00 A. M. and 4:35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.

The 7:00 A. M. train will stop at all stations between Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 1:50 P. M., running to Oxford.

Leave Port Deposit for Philadelphia (Sundays excepted) at 5:40 A. M., 9:25 A. M., and 2:30 P. M. Leave Chadd's Ford for Philadelphia at 6:15 A. M.

A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and intermediate stations. Returning, will leave West Grove at 4:30 P. M.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M. will connect at Lamokin Junction with 7:00 A. M. and 4:30 P. M. Trains for Baltimore Central Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
FOR GERMANTOWN.

Leave Philadelphia at 6, 7, 8, 9:05, 10, 11, 12 A. M., 1, 2, 3½, 3¾, 4, 4:35, 5:05, 5¼, 6, 6½, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown at 6, 7, 7½, 8, 8:20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4¼, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8:20 down train and 3¼ and 5¼ up trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2, 4:35, 7, and 10¼ P. M.

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9¼ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5¼, 7, 9, and 11 P. M.

Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9:15 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Norristown at 5:40, 6½, 7, 7¾, 9, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7¾ P. M.

Leave Norristown at 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½, 3, 4½, 5, 5½, 6½, 8:05, 10:05, and 11½ P. M.

Leave Manayunk at 6:10, 7, 7½, 8:10, 9½, and 11½ A. M., 2, 3½, 5, 6¼, 8:30, and 10 P. M.

The 5 P. M. train from Philadelphia will stop only at School lane and Manayunk.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.

W. S. WILSON, General Superintendent.
Depot, NINTH and GREEN Streets.

FOR CAPE MAY, VIA WEST JERSEY RAILROAD.
COMMENCING THURSDAY, JULY 1, 1869.
Leave Philadelphia, foot of Market street, as follows:—

9:00 A. M., Cape May Express, due 12:25.
3:15 P. M., Cape May Passenger, due 7:15.
4:00 P. M., Fast Express (commencing on Saturday, July 3), due 6:55 P. M.
Sunday Mail Train leaves at 7:15 A. M., due 10:45.
Cape May Freight leaves Camden daily at 9:20 A. M.

RETURNING, TRAINS LEAVE CAPE MAY,
6:30 A. M., Morning Mail, due 10:06 A. M.
9:00 A. M., Fast Express (commencing on Monday, July 5), due 12:07.
5:00 P. M., Passenger, due 8:22 P. M.
Sunday Mail Train leaves Cape May at 5:10 P. M.
Cape May Freight Train leaves daily at 6:40 A. M.
TICKETS.

Annual Tickets, $100; Quarterly Tickets, $50; to be had only of the Treasurer, at Camden. 20 Coupon Tickets, $40; 10 Coupons, $25. Excursion Tickets, $5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Millville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 5:00 P. M. Returning, leaves Glassboro at 6:30 A. M.

Commutation books of 100 checks each, at reduced rates, between Philadelphia and all stations.

FREIGHT TRAINS LEAVE CAMDEN

For Cape May, Millville, Vineland, etc., etc., 9:20 A. M.

For Bridgeton, Salem, and way stations, 12:00 noon.

Freight received at first covered wharf below Walnut street.

Freight delivery, No. 228 S. Delaware avenue.

7 1 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CAMDEN AND ATLANTIC RAILROAD
SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1¾ HOURS.

TAKES EFFECT JULY 1, 1869.

Through trains leave Vine Street Ferry as follows:—

Special Excursion	6:15 A. M.
Mail	8:00 A. M.
Freight (with passenger car)	9:45 A. M.
Express, through in 1¾ hours	3:15 P. M.
Atlantic Accommodation	4:15 P. M.

LEAVE ATLANTIC CITY.

Atlantic Accommodation	6:06 A. M.
Express, through in 1¾ hours	7:24 A. M.
Freight (with passenger car)	11:50 A. M.
Mail	4:17 P. M.
Special Excursion	5:18 P. M.

An extra Express train (*through in 1¾ hours*) will leave Vine Street Ferry every Saturday at 2:00 P. M.; returning, leave Atlantic City on Monday at 9:40 A. M.

Local trains leave Vine street:—

Atco Accommodation	10:15 A. M.
Haddonfield do.	2:00 P. M.
Hammonton do.	5:45 A. M.

Returning, leave

Atco	12:15 noon.
Haddonfield	2:45 P. M.
Hammonton	5:40 A. M.

SUNDAY MAIL TRAIN

Leaves Vine street	8:00 A. M.
Leaves Atlantic	4:17 P. M.

Fare to Atlantic City, $2. Round trip tickets, good for the day and train on which they are issued, $3.

Oakman's Local Express, No. 30 S. Fourth street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the reading rooms of the Merchants' and Continental Hotels, also at No. 30 S. Fifth street.

6 29 D. H. MUNDY, Agent.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. $2·25
At 8 A. M., via Cam. and Jersey City Ex. Mail 3 00
At 2 P. M., via Camden and Amboy Express... 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30 and 4:30 P. M., for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11:30 P. M. line leaves Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, $3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:15 A. M. and 6 P. M. for Bristol.

At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT, Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Lines, via Jersey City. Fare, $3·25.

At 11:30 P. M., Emigrant Line. Fare, $2.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scholopec's mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M. for Merchantville, Moorestown, Hartford, Masonville, Hainesport, Mount Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

1 10 WILLIAM H. GATZMER, Agent.

PENNSYLVANIA CENTRAL RAILROAD.

SUMMER TIME.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car Tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut street, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8:00 A. M.
Paoli Accommodat'n, 10:30 A. M.,	1:10 and 7:00 P. M.
Fast Line	11:50 A. M.
Erie Express	11:50 A. M.
Harrisburg Accommodation	2:30 P. M.
Lancaster Accommodation	4:00 P. M.
Parkesburg Train	5:30 P. M.
Cincinnati Express	8:00 P. M.
Erie Mail and Pittsburg Express	10:30 P. M.

Philadelphia Express, 12 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 12 o'clock.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered, by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3:10 A. M.
Philadelphia Express	6:50 A. M.
Paoli Accommodat'n, 8:20 A. M.,	3:40 and 6:20 P. M.
Erie Mail	9:35 A. M.
Fast Line	9:35 A. M.
Parkesburg Train	9:10 A. M.
Lancaster Train	12:30 P. M.
Erie Express	4:20 P. M.
Day Express	4:20 P. M.
Southern Express	6:40 P. M.
Harrisburg Accommodation	9:40 P. M.

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent,
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD H. WILLIAMS,
4 29 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA RAILROAD.—SUMMER ARRANGEMENT.—On and after MONDAY, April 12, 1869, Trains will leave as follows:—

Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 7:25 A. M., 9:30 A. M., 2:30 P. M., 4:15 P. M., 4:35 P. M., 7:15 and 11:30 P. M.

Leave West Chester from Depot, on East Market street, at 6:25 A. M., 7:25 A. M., 7:40 A. M., 10:10 A. M., 1:55 P. M., 4:50 P. M., and 6:45 P. M.

Leave Philadelphia for B. C. Junction and intermediate points at 12:30 P. M. and 5:45 P. M. Leave B. C. Junction for Philadelphia at 5:30 A. M. and 1:45 P. M.

Train leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its arrival.

ON SUNDAYS.

Leave Philadelphia for West Chester at 8:00 A. M. and 2:30 P. M.

Leave Philadelphia for B. C. Junction at 7:15 P. M.

Leave West Chester for Philadelphia at 7:45 A. M. and 4:45 P. M.

Leave B. C. Junction for Philadelphia at 6:00 A. M.

WILLIAM C. WHEELER,
4 10 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYLVANIA.

Elegant Sleeping Cars on all Night Trains.

On and after MONDAY, April 26, 1869, the trains on the Philadelphia and Erie Railroad will run as follows:—

WESTWARD.

MAIL TRAIN	leaves Philadelphia	10:45 P. M.
"	" Williamsport	8:15 A. M.
"	arrives at Erie	9:30 P. M.
ERIE EXPRESS	leaves Philadelphia	11:50 A. M.
"	" Williamsport	8:50 P. M.
"	arrives at Erie	10:00 A. M.
ELMIRA MAIL	leaves Philadelphia	8:00 A. M.
"	" Williamsport	6:40 P. M.
"	arrives at Lockhaven	7:45 P. M.

EASTWARD.

MAIL TRAIN	leaves Erie	11:15 A. M.
"	" Williamsport	12:20 A. M.
"	arrives at Philadelphia	9:25 A. M.
ERIE EXPRESS	leaves Erie	6:25 P. M.
"	" Williamsport	7:50 A. M.
"	Arrives at Philadelphia	4:10 P. M.

Mail and Express Connect with Oil Creek and Allegheny River Railroad.

Baggage checked through.

ALFRED L. TYLER,
1 General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

THE

NORTH, NORTHWEST, AND THE CANADAS.

SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6:50 P. M.; arrives in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:30 P. M.; arrives in Pottstown at 6:40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:40 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:45, and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:10 A. M., 1:00 and 5:45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7:30 A. M., 4:30 and 5:15 P. M. trains for Philadelphia, returning from Skippack at 6:15 and 8:15 A. M. and 1:00 P. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5 and 8 P. M., passing Reading at 1:05 A. M. and 1:50 and 10:10 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 3:50 and 5:50 A. M. and 10:50 P. M., passing Reading at 5:44 and 7:31 A. M. and 12:50 P. M., and arriving at New York at 11 A. M. and 12:30 and 5 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:35 A. M. and 3:20 P. M. for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove and Tremont, returning from Harrisburg at 7:45 A. M. and 3:40 P. M., and from Tremont at 6:45 A. M. and 5:35 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKET

CITY INTELLIGENCE.

HO! FOR BOSTON!—People travelling thither to Boston of course go to New York first. From that city to the "Hub" several railroad or steamboat lines extend, all of them speedy enough and comfortable enough for passengers, yet acknowledging among themselves one as superior—to which all alike must yield. This is the route via Fall River, direct. The celebrated and splendid steamers "Bristol" and "Providence" comprise the line; and under their commanders, Captains Brayton and Simmons, have attained a fame for the pleasurable transit of passengers, unrivalled by any of the vessels running from the port of New York. They leave (alternate days) daily from pier 30, North River, at 5 o'clock P. M. Dodworth's renowned orchestra accompanies them, and each evening on the swell of the sound renders a grand promenade concert. It is the only line running on Sunday nights. The steamers arrive in time at either of their destinations, either at New York or Fall River, to make all the connections by rail; not a fear need be entertained that contrary winds or a heavy sea can occasion any, the slightest delay. They ride the waves mistresses of the deep, and flashing in their regal brilliancy at night, awe into mildness the wind. To better accommodate the public, two other steamers, equally elegant, the "Newport" and "Old Colony," also leave (alternate days) daily, Sundays excepted, from pier 28, North River, at 6:30 P. M. These latter carry Boston passengers via Newport. A good night's rest can be secured on the boats, in the most magnificent of state-rooms, on the cosiest of bunks. Everything has been applied to the steamers to recommend them to persons travelling northward and eastward; and a simple test of the style in which a person can voyage on them is sufficient to ever afterwards make them the only means of transit sought.

THE PEACH MARKET presents a decided advance of 10 cents per basket, and a rapid sale this morning. Boston is operating largely to-day. New York is buying quietly, but absorbing a full share of fruit on arrival. The fruit is in fine order for shipment, but if the drought continues it will cut the crop short in the future one-third. Peaches are already shrivelling on the trees and cover the ground, dropping prematurely. The varieties as reported yesterday arriving, are "Nixon," "Late Crawford," "Moore's Favorite," "Reeve's Favorite." The lowest grade sell at 60c. per crate, 40c. per basket; good grade, 90c. to $1·25 per crate, 80c. to $1 per basket; extras, $1·50 to $2 per basket.

Garden produce and melons arrive in enormous quantities. The wharves and Delaware avenue are crowded, and seventeen vessels around Pier 11, from schooner to "bum-boat;" and eighteen vessels of all classes around Arch street wharf, loaded with melons, sweet potatoes, apples, tomatoes, etc.

Nearly 40,000 basket of peaches arrived this morning as follows:—

Propellers—Fanny Cadwalader and Diamond State, from Sassafras, Md.; Cygnet, from Wharton creek, with 15,400 baskets.

Barges—Rufus Wiley, from Augustine, Del.; J. Collins, from Odessa, Del.; J. Madison, Ches. and Del. Canal; Blue Mountain and Charles, from Odessa, Del.; Charles Lafferty, from Bohemia, Md., with 13,670 baskets.

Schoonera—A. M. Harrison and Franklin, from Odessa, Del., with 1028 baskets.

Sloops—Lafayette, Rose, and Active, from Delaware, with 2200 baskets.

Steamers—Jersey Blue and Perry, from Smyrna, Del., with 6000 baskets.

A BROKER ROBBED OF HIS TIN BOX.—About half-past 9 o'clock this morning, Turrell Tuttle, doing business as a broker at No. 134 South Third street, entered his office with his tin box, containing securities, bonds, and a small sum of money, which he had obtained from the Mechanics' Bank, and placed it under his counter. A few minutes afterward a young man called in and desired some information as to the manner of changing some five-twenty bonds for Pacific stock, and said to Mr. Tuttle, "Please step to the door, as I want to catch a gentleman who is coming up the street." Mr. Tuttle complied with the request, and gave the information desired. Returning behind his counter, he discovered his tin box missing. The supposition is that while Mr. Tuttle and the fellow were conversing, an accomplice slipped up the side entry into the yard, and then through the window into the office, and, securing the box, cleared out. Fortunately the box contained no available paper or document, and even should they be destroyed, the $688 will not exceed $300. Among the papers were about fifteen Allegheny Valley Railroad seven-thirty bonds for $35 each, about fifteen Allegheny county five per cent. bonds, for $25 each; and about fifteen Camden and Amboy Railroad Company six per cent. bonds for $30 each.

THE KNIGHTS TEMPLAR AT ATLANTIC.—The grand visitation of the Knights Templar, in full uniform, to Atlantic City, heretofore announced, comes off to-morrow, the 28th inst., leaving Vine street ferry at 2 o'clock P. M. The excursionists will remain until the Monday afternoon following. To-morrow evening a grand hop will be given in their honor at the Seaview House, prior to which Professor Jackson will set off his rockets, light his bengolas, and explode his volcanoes in a brilliant display of fireworks. On Monday there will be a review of the Knights. Every arrangement has been made by the committee having the matter in charge to insure the comfort of the excursionists, and aid their pleasure—and all who participate will doubtless be willing to say on their return that while away everything was lovely, etc. The excursion promises to be very large.

THE LATE DROWNING AT ATLANTIC CITY.—A rumor has gone abroad that the late drowning at Atlantic City was the result of the boat belonging to the United States Hotel having been hauled up for the season. The fact is, that the boat has not been hauled up, as the hotel will be kept open until some time next month, and that the drowning took place a square at least from the bathing grounds of the States, and at an hour when but few people went into the surf, and before the time of the boat putting out. The drowning was an unfortunate occurrence, and the responsibility should rest where it belongs. As for the proprietors of the States Hotel, they have had their boat always in the surf during the bathing hours, which have been posted in conspicuous places along the beach.

A MOONLIGHT TRIP TO THE SEA.—To-morrow evening Mundy's twelfth annual moonlight excursion to Atlantic City takes place. The last boat leaves Vine street wharf at 8 P. M., and the excursion will reach this city again at half-past 6 o'clock on Monday morning following. Two nights and one entire day are embraced in the trip. Than this no better or cheaper opportunity could be afforded to make a run to old ocean—before the season on the beach finally closes. At this, the latter end of August, the bathing is superb, and with cool days and moonlit evenings, attractions are presented sufficient to inspire in any one a desire to enjoy them on the Atlantic coast. Mundy's excursion is just the right thing at the right time.

A PLEASANT ENTERTAINMENT.—A fine banquet was given last night at the Hall of the United American Mechanics, corner of Fourth and George streets, by Mr. John Hunsworth, one of the proprietors of the "People's Works," Front and Girard avenue, to the employes of that establishment. Mr. Hunsworth has been recently taking unto himself a wife, and this occasion was for the purpose of celebrating the nuptial event. Speeches, songs, and miscellaneous facetiæ marked the exercises of the evening, which was much enjoyed by all present, and was in every respect most pleasant and agreeable in character.

POLICE DISMISSALS.—The Mayor has approved the following sentences imposed by the Police Court:—

William McFarland, of the Seventh district, dismissed for being intoxicated.

William Devine, of the Seventeenth district, fined three days' pay for lying down while on duty. The sergeant of that district found William lying on some whisky barrels at Juniper and Shippen streets, but could not say that he had a straw inserted between the staves.

A LOT OF SHIRTS FOUND.—Lieutenant Campbell, of the Fifth district, late last night, found three linen shirts on a lot at Twenty-third and Chesnut streets, and on passing along the Schuylkill was hailed by some hands on a schooner at Sansom street wharf. He was then given four more shirts, and informed that they had been left there by a man who had failed to return and get his pay.

POLICE APPOINTMENTS.—This morning Mayor Fox commissioned the following men as policemen:—

Ninth district—John Cassady and John Burns.

Eighteenth district—Christopher Haughey and George C. Clothier.

FIRE THIS MORNING.—Between 12 and 1 o'clock this morning the stables of George Wagner, situated at Wyoming and Corn streets, were set on fire, but sustained slight damage.

LARCENY OF DRESS GOODS.—Frank Murray and Edward Alvin were arrested at an early hour this morning, at Arch street wharf, with a large quantity of dress goods in their possession of which they could give no satisfactory account. They were looked up in the Sixth Ward Station and will be at the Central Station this afternoon.

—Governor Baker, of Indiana, disagrees with Mr. Coburn, M. C. from that State, on the subject of the removal of the capital, and refuses point blank to appoint delegates to the St. Louis Convention. He has intimated, however, that if the people of any Congressional district want to elect delegates, he has not the slightest objection.

—Advices from Wyoming say that among the Democratic nominees to the Legislature are three ex-Rebel soldiers.

—George William Curtis defines the Democratic party as "an organized conspiracy against the ballot-box"

SECOND EDITION

LATEST BY TELEGRAPH.

The All-Absorbing International Race—What the London Journals of This Morning Think About It—The Super-Advantage of the Oxfords, and the Strength of the Harvards.

Ku-Kluxism Reviving in the South—Negroes Shot and Beaten to Death Scandal in St. Louis—The Western Crops—Market Quotations.

FROM EUROPE.

The Great Inter-University Race this Afternoon—Final Comments by the English Journals.

By the Anglo-American Cable.

LONDON, Aug. 27—A. M.—The newspapers today publish closing comments on the boat race which occurs this afternoon at 5 o'clock.

The *Telegraph* eulogizes the Elliot boat as tight, fast, and graceful, travels well, and suits her crew. We do not expect, the *Telegraph* says, that the Harvards can win the race, but the changes made by them bring the crews more on a level. On the whole, we think it will be a capital race.

The Oxfords will defeat their gallant adversaries without difficulty. If otherwise, the Harvards must have an ovation, to show that we are not afraid to be beaten by our excellent cousins.

The Americans More Powerful.

The *Star* says the Americans are individually more powerful than the Oxfords, but it is thought their training is not according to English notions of strictness.

The Advantage of the Oxfords.

The Daily *News* says, "Above all things we are anxious that the contest shall be sharp from first to last. That the victory, whether on one side or the other, shall be so hard to win as to cover winners and losers alike with glory. To prejudge the issue would be impertinent in the last degree." The writer then takes opportunity to acknowledge to the full extent the obvious and inevitable disadvantages the Harvards have contended against. The river and everything were strange and unfamiliar, and masters as they were of the science of rowing, they had to study it almost like the alphabet of a foreign language.

The Oxfords on Charles river would labor under similar disadvantages. All that can be said is that they add grace to victory and dignity to defeat. The general impression is that it will be a great race to Hammersmith, two miles.

The bridge at Putney has been completely barred, and no boats except those of the umpire and press will be allowed to pass.

The Betting.

The betting is two to one and seven to four on the Oxford. It is reported that several American gentlemen now here have staked £1000 on the success of the Harvards last evening.

This Morning's Quotations.

By the Anglo-American Cable.

LONDON, Aug. 27—A. M.—Consols for money, 93¾; for account, 93¾@93⅞. American securities firm. 5-20s of 1862, 84¼; of 1865, old, 83⅛; of 1867, 83; 10-40s, 76½. Stocks quiet. Erie Railroad, 22¾; Illinois Central, 95.

LIVERPOOL, Aug. 27—A. M.—Cotton heavy; middling uplands, 13½@13¾d.; middling Orleans, 13¾d. The sales for to-day are estimated at 6000 bales. The sales of the week have been 38,000 bales, of which 9000 were export and 6000 for speculation; stock, 248,000 bales, of which 95,000 are American. Red wheat, 9s. 6d. Corn, 31s. for European.

SOUTHAMPTON, Aug. 27.—Arrived—Steamship Westphalia, from New York.

This Noon's Quotations.

LONDON, Aug. 27—Noon.—Consols, 93½ for both money and account. Erie, 23.

LIVERPOOL, Aug. 27—Noon.—The continuance of splendid weather causes a depression in breadstuffs. Corn, 30s. 6d. Flour, 24s. 6d. California wheat, 10s. 10d. Red Western, 9s. 5d.

FROM THE SOUTH.

The Ku-Klux Redivivus—A Negro Killed and Another Nearly Beaten to Death—Lynching of Negro Ravishers in Alabama—The Crops.

Despatch to The Evening Telegraph.

NASHVILLE, Aug. 27.—A body of Ku-Klux or other disguised ruffians visited the premises of some negroes near Smyrna, Rutherford county, on Wednesday night, and perpetrated an outrage that should bring them to the gallows. They whipped a negro named Ben White almost to death, and another named Ben Tucker they shot dead while he was in the act of running away. It is not known what offense, if any, the negroes committed, or who were the villains, whether white or black, who perpetrated the bloody outrage. Efforts are being made to ferret them out.

A respectable lady near Addersville, Georgia, was outraged and murdered by a negro last Tuesday. The fiend made his escape. During the last two weeks the Southern papers give details of no less than nine similar outrages on white females by negroes, the victims in two cases being less than eight years old. Four of the ravishers were caught and lynched.

In Marshall county, Alabama, a negro who had made himself offensive by voting the conservative ticket was shot and killed on Tuesday last by a lot of radicals of his own color. His only offense is said to have been his politics.

The corn crop in Tennessee will be short fully one-third, by reason of the long drought.

Andy Johnson will arrive here to-morrow, and remain until Monday.

FROM THE WEST.

Murder of a Circus Proprietor—A Man Publicly Cowhided by his Wife.

Despatch to The Evening Telegraph.

ST. LOUIS, Mo., Aug. 27.—Further particulars of the murder of William Lake, the circus proprietor, have been received. The tragedy took place at Grandby, Miss., on the night of the 21st, where the circus was then exhibiting. A man named Jacob Killyon committed the deed with a revolver. Killyon was forced from the tent because he refused to pay his admission for the second part of the show. In the dark, outside, he crept up stealthily toward Lake and shot him in the heart. The latter expired in a few minutes. Lake was buried on Monday by the Odd Fellows. Killyon escaped. A reward of $1000 is offered for his apprehension.

J. T. Boyd was publicly cowhided on the street, yesterday, by his wife. There is a divorce suit pending between the two parties.

Stock Quotations by Telegraph—1 P. M.

Glendenning, Davis & Co. report through their New York house the following:—

N. Y. Cent. R.	201¼	West. Union Tele.	36⅝
N. Y. & Erie Rail.	34⅝	Toledo & Wabash R.	83⅛
Ph. and Rea. R.	95⅝	Mil. & St. Paul R.	78
Mich. S. and N. I. R.	106⅛	Mil. & St. Paul pref.	87⅛
Cle. and Pitt. R.	105⅞	Adams Express	56⅛
Chi. and N. W. com.	83⅝	Wells, Fargo & Co.	19
Chi. and N. W. pref.	95⅛	United State	63½
Chi. and R. I. R.	114⅛	Gold	133⅝
Pitts. F. W. & Chi. R.	88⅝	Market steady.	
Pacific Mail Steam.	86½		

THIRD EDITION

DEFEATED!

The English Crew Win the International Boat Race by Six Seconds—The Harvards Three Lengths Behind—The News in New York.

RECEPTION OF THE NEWS.

A large crowd thronged the office of the Western Union Telegraph Company, at Third and Chesnut streets, eager to catch the first particulars furnished by the Atlantic cable in reference to the international boat race between the Harvards and the Oxfords.

The first despatch, announcing the mere fact of the victory gained by the Oxfords, arrived last about 1 P. M., and was posted upon the walls, so as to be seen by all. It was quietly read, and no boisterous comments were made. "I thought so!" "It was to be expected!" "The Harvards gave up everything beforehand to the Oxfords," were the conversational utterances to be heard all around. At half past one o'clock the 2d edition of THE EVENING TELEGRAPH announcing the result was printed, far in advance of our slower afternoon contemporaries, and the copies were snapped up eagerly by the expectant public.

FROM NEW YORK.

The Betting on the Race.

Despatch to The Evening Telegraph.

NEW YORK, Aug 27—12 M.—The excitement here on the Oxford and Harvard race is intense. Pools were selling at from 100 to 60, and 600 to 65; the greatest odds in favor of Oxford were 300 to 125. Business on 'Change was entirely suspended.

The News of the "Oxford Victory" Very Depressing.

Special Despatch to The Evening Telegraph.

NEW YORK, Aug. 27.—The report that the Oxford crew won the race has a very depressing effect upon the people generally. A large amount of money had been staked on the race.

Reported Riot in Paris and Death of Napoleon.

Wall street was considerably excited this forenoon over the reported death of Napoleon and a great riot in Paris. Gold went up to 134⅛ on the strength of the report, which is no doubt false.

President Grant's Movements.

SARATOGA, Aug. 27.—President Grant will reach here to-morrow.

Dam Washed Away—Mills Stopped.

ALBANY, Aug. 27.—The dam at Fort Edward, Washington county, was washed away last Tuesday, putting a stop to the working of all mills, furnaces, machine shops, and potteries. The temporary bridge was also carried away, cutting off communication with the opposite shore, excepting by the railroad bridge. It will take twenty thousand dollars to repair the damage to the dam, and the loss of time to the mills will, it is said, amount to ten times as much. At least two-thirds of the working people of the village are deprived of their summer's work, which was just about to commence.

The New York Stock Market.

NEW YORK, Aug. 27.—Stocks steady. Money quiet at 6@7 per cent. Gold, 133⅛; 5-20s, 1862, coupon, 123; do. 1864, do., 122; do. 1865, do., 122; do. do. new, 120½; do. 1867, 120¾; do. 1868, 120½; 10-40s, 114⅜; Virginia sixes, new, 58½; Missouri sixes, 87; Canton Company, 59; Cumberland preferred, 34; New York Central, 201¼; Erie, 34⅜; Reading, 95½; Hudson River, 183½; Michigan Central, 130; Michigan Southern, 106¼; Illinois Central, 138; Cleveland and Pittsburg, 104¼; Chicago and Rock Island, 114½; Pittsburg and Fort Wayne, 188¾; Western Union Telegraph, 36⅝.

New York Produce Market.

NEW YORK, Aug. 27.—Cotton quiet; 100 bales sold at 34½c. Flour dull and declined 5@10c.; sales of 6500 barrels State at $5·80@7; Western at $5·65@7·80; and Southern at $5·50@7·75. Wheat dull and declined 1@2c.; sales of 26,000 bushels No. 2 at $1·34@1·34; winter red at $1·35. Corn firmer and scarce; mixed Western at $1·14@1·16. Oats firmer, and advanced 1@2c.; Western, 63@65c. Beef quiet. Pork dull and nominal. Lard dull; steam, 19⅛@19¾. Whisky quiet.

FROM THE PLAINS.

The Cavalry Looking Out for Prowling Indians—Outrages and Murders by the Indians.

ST. LOUIS, Aug. 27.—A Denver despatch says that since the report that Indians were prowling around near Denver, the country has been thoroughly scouted by cavalry, but no traces of Indians were found. A scouting party left yesterday in quest of Indians reported as depredating between San Jose and Santa Fe.

William Lake, the proprietor of Lake's circus, was shot at Granby, Newton county, Missouri, by a man named Killyon, and expired in a few moments. Killyon refused to pay for admittance within the tent and was ejected by Lake. He soon returned, and seeing Lake near the entrance drew a revolver and shot him through the body, near the heart. During the excitement Killyon escaped. A reward of $1000 has been offered for his arrest.

FROM THE COAL REGIONS.

Arrangements Made for Resuming Work on Monday.

Special Despatch to The Evening Telegraph.

SCRANTON, Aug. 27.—At a meeting of miners and operators at Hyde Park yesterday, a compromise was effected, and all arrangements made for a resumption of work on Monday next. The exact terms of the compromise is not yet known, but they are definite, and about similar to the arrangement existing between the Pennsylvania Coal Company and their men.

FROM THE WEST.

Another Bridge Over the Ohio.

LOUISVILLE, Aug. 27.—One of the channel spans of the bridge over the Ohio river, 370 feet long, was completed yesterday. This is the largest span of any truss bridge in the country. The whole bridge will be finished early in November.

The Baltimore Produce Market.

BALTIMORE, Aug. 27.—Cotton dull, and nominally 34½c. Flour dull; Howard street superfine, $6·75@6·50; do. extra, $6·75@8; do. family, $8@9·25; City Mills superfine, $6·25@7; do. extra, $6·75@8; do. family, $8·25@10·75; Western superfine $6·25@6·50; do. extra, $6·75@7·50; do. family, $7·75@8·50. Wheat steady; prime red, $1·45@1·50. Corn steady; white, $1·14; yellow, $1·15. Oats firm and higher at 55@56c. Rye dull at $1·10@1·15. Mess Pork quiet at $34·50. Bacon firm; rib sides, 19¼c.; clear do., 19½@19¾c.; shoulders, 16¼c. Hams, 24@25c. Lard quiet at 20@21c. Whisky unchanged at $1·25.

FROM EUROPE.

The Oxford Crew Defeat the Harvards.

By the Anglo-American Cable.

LONDON, Aug. 27—5·40 P. M.—The Oxford crew has come in ahead, winning the race.

LONDON, Aug. 27—5·40 P. M.—The Oxford crew won the race by three lengths—the Harvard crew being six seconds behindhand.

This Afternoon's Quotations.

LIVERPOOL, Aug. 27—1 P. M.—Cotton afloat, 661,500 bales, of which 20,000 bales are American. Receipts of Wheat for the past three days, 45,000 quarters. Breadstuffs dull.

—The Tennessee Senatorial election, according to law, must take place on the second Thursday after the organization of the Legislature.

—A contemporary says:—"It is a cardinal principle with the Massachusetts Democracy not to go in to win."

—The Wisconsin prohibitionists follow suit in the political party movement. The chances are, however, that no great harm will be done this year.

—Ex-Governor Harriman, of New Hampshire, has three weeks' leave of absence from his duties as Naval Officer of Boston, in order that he may take part in the Ohio campaign.

FOURTH EDITION

UNIVERSITY RACE.

Particulars of the Contest—Time of the Oxford Crew 22 Minutes 40½ Seconds—The Excitement on the Banks of the Thames—How the News was Forwarded.

FROM EUROPE.

Particulars of the Race between Harvard and Oxford.

By the Anglo-American Cable.

LONDON, Aug. 27—P. M.—The Harvards won the toss, and chose the Middlesex (or North) side of the river, outside of the semicircle. Both boats started at 5 o'clock 14 minutes and 6½ seconds, and the Oxfords arrived at the ship at 5 o'clock 36 minutes and 47 seconds. Time of race, 22 minutes 40½ seconds.

The weather was fine and hot. There was some mud, but the water was in good condition. Befor the race the excitement was intense, and the river banks were lined with vehicles since morning. The cars were unable to carry the crowds waiting at the depots.

This Afternoon's Quotations.

By the Anglo-American Cable.

LONDON, Aug. 27—3 P. M.—Consols 93⅛ for money and account. American securities quiet. 5-20's of 1862, 84¼; of 1865, old, 83¾; of 1369, 82⅞; 10-40's, 76; Railways dull. Illinois Central, 94¾.

PARIS, Aug. 27—3 P. M.—The Bourse is excited. Rentes, 71f. 75c.

LIVERPOOL, Aug. 27—3 P. M.—Cotton declining; uplands, 13⅝d.; Orleans, 13⅞@13¾d. Sales now estimated at 7000 bales. Manchester advices are less favorable and cause dullness. Yarns and fabrics ½d. lower. Breadstuffs nominal.

QUEENSTOWN, Aug. 27—Arrived—Steamship Erin from New York.

FROM WASHINGTON.

Confirmations.

Despatch to the Associated Press.

WASHINGTON, Aug. 27.—B. W. Wilbur has been confirmed as Deputy Collector and Inspector; Lloyd G. Thompson as Deputy Collector, and William Butcher as Inspector at Rochester, New York.

Secretary Rawlins' Health.

Secretary Rawlins has recovered sufficiently from his sickness to visit the War Department a short time this morning.

FROM NEW YORK.

The Great Boat Race—How the News Was Received.

NEW YORK, Aug. 27.—The Oxford boat arrived at the ship at Mortlake at 5 o'clock 36 minutes and 47 seconds. The news of the victory was received by the English cable at the Associated Press office in this city at 1 o'clock and 4 minutes, being exactly 23 minutes and 13 seconds after the conclusion of the race. A messenger was obliged to carry the despatch three-fourths of a mile on horseback to the nearest telegraph station at Mortlake.

Stock Quotations by Telegraph—3 P. M.

Glendinning, Davis & Co. report through their New York house the following:—

N. Y. Central R.	201	Pacific M. S.	80½
N. Y. and Erie R.	34½	Western Union Tele.	37
Ph. and Rea. R.	95⅞	Toledo & Wabash R.	82½
Mich. S. and N. I. R.	106	Mil. and St. Paul R. c	77
Cle. and Pitt. R.	105½	Mil. and St. Paul R. p.	87
Chi. and N. W. com.	83½	Adams Express	56½
Chi. and N. W. pref.	95⅝	Wells, Fargo	18¾
Chi. and R. I. R.	114½	Gold	134⅛
Pitt., Ft. Way. & Ch.	88⅝	Market dull.	

—Amount of Coal transported on the Philadelphia and Reading Railroad during week ending Thursday, August 26, 1869:—

	Tons. Cwt.
From St. Clair	37,893 03
From Port Carbon	9,155 19
From Pottsville	5,143 09
From Schuylkill Haven	34,658 19
From Auburn	3,681 01
From Port Clinton	16,525 11
From Harrisburg and Dauphin	4,285 16
From Allentown and Alburtis	20 04
Anthracite Coal for week	111,363 13
Bituminous Coal from Harrisburg and Dauphin for week	7,851 18
Total for week paying freight	119,215 11
Coal for Company's use	1,443 02
Total all kinds for week	120,658 13
Previously this year	2,540,173 16
Total	2,660,832 09
To Thursday, August 27, 1868	2,129,412 07

DUELLING.

How they Settle Personal Difficulties in Europe.

Writes the *Times* correspondent from Paris on the 13th instant:—

The duel in which M. Flourens risked his life for a public principle has been followed by a second challenge to M. Paul de Cassagnac, the terms of which are so eccentric that I translate them for the amusement of your readers:—

SIR:—I come to you armed with my convictions and with my heart full of hatred. If you are not the last of towards you shall kill me or die. Between us there can be no truce. The moment our eyes are fixed on each other, one of us must disappear into nothingness (*sic.*) Understand clearly that there is no longer any question between us of what you call the figuring of the carving knife or the assurance of the sword, but of the arm that kills. It is with hand on breast and pistol on forehead that I wish to hold you. Ignorant as to which of us has the loaded weapon, destiny will be our judge.

I await here your acceptance. In a few days I shall be free and at your service.

GAILLARD, Pere,
Political prisoner in St. Pelagie.

It is needless to add that M. Paul Cassagnac has declined this invitation. Professed duellists do not like such close quarters.

A Florence correspondent adds:—

The practice of duelling in Italy is still kept up, and the frequency of such encounters seems even to increase. Indeed, hardly a week passes but several cases are reported. The recent tobacco contract controversy threatened to furnish a large crop, but up to this time no sword has been drawn or powder burnt on that account. The editor of the *Nazione*, Signor Breens, has made an effort to have a shot with Signor Oliva, of the *Riforma*; but technical obstacles are happily in the way. The question is still pending. The Italians do not yet see what a foolish practice this is. Duels here often grow out of the most trivial misunderstandings. Fortunately, when the tug of blows comes, the parties contrive not to hit each other, and in the majority of cases no death or incurable wound follow. A few days ago there was an encounter on the peaceful hill of the Mount of Olives, near one of the gates of Florence. First fire at a distance of twenty-five paces—no skin broken. Second trial, distance reduced to sixty feet—like result. The parties then apologize, shake hands, and return to the city together. Such is the logic of duelling.

Murder in Italy.

The recent murder in a railway carriage near Isoletta is still creating much excitement in Italy. The victim was the Countess Amanda Cottaneo, and was known to be mixed up in revolutionary affairs. Her father, the deputy De Pietro, was assassinated two years since. The Countess, who is described as young and beautiful, has been wandering about Southern Italy, and lately lived at Nola. While there, her supposed murderer, a man named Negri, fired a pistol at her, and by the advice of her friends she left the place for Naples. She was accompanied by three gentlemen, who did not perceive that Negri was in the same train, and they accordingly took leave of her at Coserta, believing her to be safe. On the arrival of the train at Isolotta, however, the dead body of the Countess was found in the carriage, her hands being cut with glass and the window broken. Political motives are assigned for the murder, with which, it is said, jealousy had also something to do. The murderers of M. Inghirami, the Austrian Consul of Livarno, have been all released. It is said that the jury feared to convict them, dreading that they might themselves run the risk of the dagger.

CUBA.

The Spaniards Brought to a Stand—More Concessions.

HAVANA, Aug. 21.—General Lesca has gone to Spain, and, if the reports in circulation are to be credited, there is a good number of other officers who are exceedingly anxious to leave the island. This feeling is largely shared by the soldiery. There is no money with which to pay the troops, and the disaffection is becoming very great. The Governor-General is now visiting Cardenas, Matanzas, and other towns in the interior and on the coast. His reason for doing so at this time is said to be an apprehension that the volunteers will remove the governors of some of these towns, as was lately the case at Matanzas. At present eight large men-of war are here They cannot go out cruising, because they are short of coal and can get none. It is estimated that the Government already owes the coal companies $2,000,000, and it has been determined on their part to furnish no more coal, unless for money paid down. This will occasion considerable embarrassment in the matter of naval operations.

A "rising" is reported in the jurisdiction of the Candelarias, which is in the Vuelta Abajo country, Western Department. The laborers on three sugar estates revolted, and were joined by other country people. The insurgents are in the Sierras, awaiting an expedition expected to arrive with guns and munitions of war. This, it is supposed, will land on the northern coast.

The insurgents are making headway in the jurisdiction of Colon and in the colony of San Domingo. They have been, of late burning up all the sugar estates in those regions, and the country is full of rebels. The *Gaceta* of yesterday contains a decree of the Governor-General with respect to balances of money and accounts current pertaining in any way to or growing out of transactions connected with the Havana Railroad. These accounts and balances are all declared null and of no effect after the 30th inst. The object is to confiscate the interests of certain rich Rebels who have shares in the road Alfonso Morales, Lemus, Aldama, and some others, have been suspended as directors in said road. F. Montalvo y Romero, J. M. Morales, Nicolas Gutierrez, Anto. Kessel, and General Rafael Clavijo have been named directors, and the last mentioned Administrator-General.

Spanish Account of Portal's Defeat.

The *Prensa* of the 20th has the following:—Our readers will remember that in our last semi-weekly review a reference was made to a report that a force of Spaniards had been defeated by the insurgents. In different journals this news has been published. Unfortunately the news is true, which is not extraordinary, inasmuch as we learn that there were only 90 Spaniards engaged, while the insurgents had 1200 men, well posted. The Colonel of the Spaniards, Portal, was killed, and those of the troops who escaped did so by flight, leaving everything behind them. It is a disgrace to us, but such things will happen in this class of wars.

Reported Landings.

The *Laborante* says that a steamer has successfully landed, six leagues east of Neuvitas, a cargo of 300 men, three parts of whom are Havanese and the rest Americans, besides 8000 stands of arms, 12 mountain pieces, 2,000,000 cartridges and caps, several barrels of powder, a large amount of clothing, medicine, and 300 sacks of salt. The *Laborante* further adds that "the Havana periodicals stated on Sunday that Quesada had marched toward the coast to cover a disembarkation, which statement is not true, as the landing was effected at the moment of the attack on Puerto Principe."

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Friday, August 27, 1869.

There is a good deal of caution both in business and financial circles at the present time, in view of the prospect of a stringent money market during the fall. Currency is now flowing freely towards the South, and much of this is not likely soon to return, in consequence of the lack of banking facilities in those localities. The enormous crops of the West and Northwest are also making heavy demands upon our bank resources, but these will ultimately return, either for temporary investments or in exchange for merchandise. Meanwhile, however, the market works close and firm, and the high rates for discount retard business operations to some extent.

Loans on call, with good stock collaterals, are made to-day at 7@8 per cent., but time loans, on good commercial paper, are not negotiable under 10 @12 per cent.

Gold opened weak to-day, the first sales being quoted at 132⅝, but the price steadily advanced, closing at noon firm at 133¼.

United States securities are very quiet to-day, and without any noticeable change in prices.

The Stock market was exceedingly quiet to-day, and prices were weak. State loans were neglected. City sixes were unchanged, selling at 101¼ for the new issues. Lehigh Gold Loan was steady at 97.

Reading Railroad attracted but little attention, selling at 47⅞@48⅛, b. o., closing at the former rate. Lehigh Valley Railroad changed hands at 56¼; Catawissa Railroad preferred at 37⅛; Camden and Amboy Railroad at 123; Little Schuylkill Railroad at 42; and Pennsylvania Railroad at 57⅛.

In Coal, Bank, and Passenger Railway shares no sales were reported. 45¼ was bid for Second and Third; 18 for Thirteenth and Fifteenth; 62 for West Philadelphia; and 11¾ for Hestonville.

—The Kansas Pacific Railroad Company, through their bankers, Messrs. Dabney, Morgan, & Co., and M. K. Jesup & Co., have placed upon the market two millions of their seven per cent. gold-bearing loan; and as great interest has been attracted to it a statement of the inducements this security offers to investors may be opportune. The Kansas Pacific Railway now runs from Kansas City, on the border of Missouri, at which point it connects with the Eastern lines of travel, to the town of Sheridan, near the western limit of Kansas. It also has a branch line to Leavenworth. Its earnings last year were $456,330·22. For two months of this year, April and May, its earnings showed a large increase on the corresponding period of last year. The road is now being built to Denver, a distance of 225 miles. To build this extension they ask a loan of $6,500,000, running thirty years and paying seven per cent. in coin, free from Government tax. The security for this loan is the franchise and possession of a road the value of which is estimated to be $22,300,000. It is a first mortgage upon the extension and a second mortgage upon the entire road. The bonds are now selling at 96, currency, and accrued interest.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$1000 City 6s, N.	101¾	100 sh Cata Pf.	b60. 37⅝
$1000 Leh Gold	1.05. 97	5 sh Leh Val R.	05. 56½
$300 Leh 6s, '84	84	3 sh Reading RR.	47⅞
97 sh Cam & A.	Sc. 67⅜	200 do	47·94
100 sh Ins Co N Am.	19	100 do	b60. 48⅛
71 sh Penna R.	1s. 57½	300 do	47·94
300 sh Lit Sch R.	42	100 do	c. 47⅞
5 sh Cam & Am R.	123		

BETWEEN BOARDS.

$11000 Pa 6s WL Cp.	101	100 sh Leh Val R.	b30 56⅜
$2000 Leh gold	1.05. 97	100 sh Read R.	b60. 48⅛
$2000 City 6s, N.	1s. 101¾	100 do	47·94
10 sh Penna RR.	57½	100 do	b60wn. 48⅛
100 do	b60. 57⅝	100 do	b10. 48
100 sh Leh Nav.	b60. 36½	100 do	b5&1. 48
100 do	b30. 36½	8 sh Minehill R.	53½

SECOND BOARD.

$3000 City 6s, New.	1s. 101¾	100 sh Cata Pf.	37⅛
$2000 do	2d. 101¾	100 do	b60. 37⅜
$1000 Leh gold	1. c. 96⅛	100 do	b3. 37⅜
100 sh Cata Pf.	b60. 37⅜		

—NARR & LADNER, Bankers, report this morning's Gold quotations as follows:—

10·00 A. M.	132⅛	11·32 A. M.	133⅛
11·21 "	132⅛	11·40 "	134
11·31 "	132⅛	12·00 M.	133⅝

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 123@123⅛; do. 1862, 123@123⅜; do. 1864, 122@122½; do. 1865, 122@122⅜; do. 1865, new, 120⅛@120⅜; do. 1867, new do. 120⅜@121; do. 1868, 120⅛@120⅜; do. 5s, 10-40s, 114⅞@115; U. S. 30 Year 6 per cent. Cy., 110¼@110½; Due Comp. Int. Notes, 19⅛; Gold, 133⅛@133⅜; Silver, 128@130.

SCHUYLKILL NAVIGATION COAL TRADE for the week ending Thursday, August 62, 1869:—

	Tons. Cwt.
From Port Carbon	2,434 00
From Schuylkill Haven	5,615 00
From Port Clinton	644 00
Total for week	8,693 00
Previously this year	437,600 14
Total	446,293 14
To same time last year	508,642 10

FIFTH EDITION

THE LATEST NEWS.

The Despondent Harvards—How Boston Feels—Grant's Movements in New England.

FROM NEW ENGLAND.

The "Hub" Receives the News of the Defeat—The Harvard Students Blue.

Despatch to The Evening Telegraph.

BOSTON, Aug. 27.—The news of the defeat of the Harvards fell like a wet blanket on our citizens. The Harvard College students had assembled in force at the Merchants' Exchange reading-room, wearing their badges, confident that the American boat would win. The telegraph offices were packed with people. Upon the announcement of the result a deathlike